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Edited by Sir John Hammerton

FOURPENCE WEEKLY

"BOOTS, boots, boots, boots, moving up and down again . . ." sang Kipling a propos of the infantry of a former epoch, and this happy study of a cheery British infantryman cooling his feet after a march over scorching desert sand reminds us that, although mechanical transport has done away with a lot of unnecessary foot-slogging, in the last resort it is the infantry which decides a battle, and it does so on its feet. For this reason a good soldier bestows as much care upon his feet as upon his rifle. *Photo, British Official: Crown Copyright*

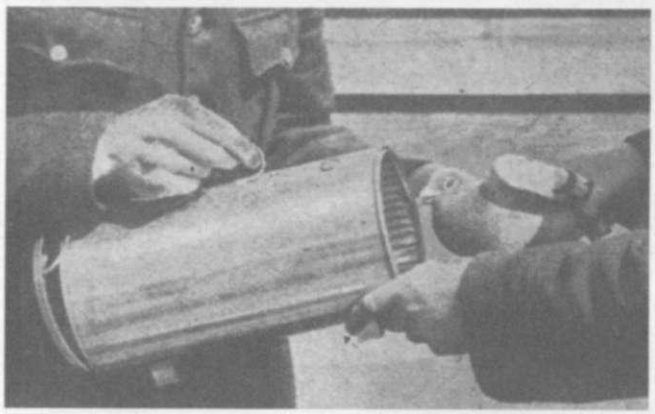
Our Searchlight on the War

New Weapon Against Bombing

BRITISH, Canadian and American scientists have combined their researches to produce a new and powerful weapon against attacks from the air by both day and night. Details are naturally being kept secret, but in general terms the device involves the use of a great network of small, modern radio sets by which technical experts, posted all over Britain, will be able to detect the presence of enemy aircraft and to direct A.A. fire with great precision. An intensive drive was recently made in Canada for amateur and professional men, and over a thousand were rushed over here to operate the device. The Air Ministry is now looking for another 2,500 "Canadians of good common sense ready this minute to volunteer for overseas service." They will be trained in this work and will soon be holding key posts in the defence of Britain. In addition, a new scheme for training as radio operators young men over 16½ and under 18 was announced in London.

Keeping the Pigeons Dry

HOMING pigeons serving with the R.A.F. are being provided with a portable shelter which will add greatly to their comfort and safety. These birds accompany pilots on their flights, so that if a forced descent is made, and the aeroplane's radio is out of action, the pigeons form a vital link with the airmen's station. Forced descents on the water are sometimes made by aircraft returning by night from raids or patrol work. If the crew takes to its emergency dinghy the pigeons, unless specially protected, get wet feet, which may cause their death. Specialists of the R.A.F. have therefore designed various kinds of container and these are being tried out. One, a cylindrical type, is not only watertight but buoyant, and so, while keeping its occupant warm and dry until with the coming of daylight the bird is released, the container can also be of assistance to an exhausted member of the crew swimming towards his dinghy.



A METAL PIGEON CONTAINER of a new experimental type is now in use with the R.A.F. Its purpose is to keep the bird dry if the crew are forced to take to the dinghy. Pigeons are used for sending home messages from aircraft when wireless cannot be used.
Photo, British Official

Egyptian Quisling

A REWARD of £1,000 was offered by King Farouk's Government for information leading to the arrest of General Aziz el Masri Pasha, former Inspector-General of the Egyptian Army, and two Egyptian flying-officers, all of whom were said to have left Aimaza aerodrome, near Cairo, on May 16. The communiqué on this escapade stated that. thanks to the Air Control authorities, the aeroplane was compelled to land, but the three occupants escaped and were thought to be hiding in Cairo, despite official warnings against harbouring the men. Examination of documents and maps abandoned in the aircraft showed that they had planned to fly to Beirut, perhaps as a first stage to Baghdad. Three days later it was announced in Cairo that desert patrols were searching for the fugitives, whose tracks had been traced to Fayoum Oasis, 80 miles south-west of Cairo. It was discovered that their car had broken down en route, and that General Masri got a lift in a passing Egyptian Army desert car to the oasis. Here he lunched comfortably in a well-known restaurant, since when no news of him or his companions has been received, or at least made public.

Nazis Stage Air Raids

FOR some time there has existed in this country a strong suspicion that the Germans were deliberately bombing the civilians in some occupied areas, hoping thereby to vilify the R.A.F. in the eyes of neutral and conquered countries. A resident of Brest who arrived in Lisbon told a newspaper correspondent there that it had often been observed that about half an hour after an attack by our machines on the port, a second attack would occur on the residential areas of the town itself, causing civilian casualties and the destruction of houses. But the following morning bomb splinters of German manufacture would be picked up, of a type that explodes laterally on contact but is not suitable for attacks on big objectives. For some weeks the R.A.F. have been systematically bombing the two German battleships Scharnhorst and Gneisenau, lying in Brest docks, and for such targets only armour-piercing and semi-armour-piercing bombs are carried. Moreover, neutral observers who have returned home from occupied France have testified that the bombing of military targets by the R.A.F. is so accurate that they were accustomed to watch attacks from the verandahs of houses in the town, without apprehension for their own safety. Reports from Belgium and Holland corroborate the use of this vile trick, and a plot to bomb the Vatican City and assign the blame to the R.A.F. was disclosed by Downing Street in April.

Lifeboat Hero

COXSWAIN ROBERT CROSS, of the Royal National Lifeboat Institution's Humber station, who already held seven medals, has been awarded a bar to his Bronze Medal by the Institution. The seven medals are the George Medal, the Institution's Gold Medal (the Lifeboat V.C.), its Silver Medal three times, and its Bronze Medal twice. The two named first were awarded for the same deed of gallantry—rescue of the crew of the Grimsby trawler St. Gurth. The trawler was seen to be drifting rapidly ashore with seas breaking over her. The wind had increased to gale force, with snow squalls, and the sea was very rough. Cross manoeuvred his vessel, the City of Bradford, on to the weather side of the trawler, and, nosing the bow of his boat up to the forecastle of the trawler, he rescued one man. Several times the lifeboat was worked in, and eventually six men were got into the lifeboat; one at a time. After the sixth man had been rescued, the lifeboat's port engine stopped. With only one engine working Cross, after several more attempts, rescued the remaining three men. "The success of the rescue was almost entirely due to the courage, skill and endurance of Coxswain Cross," stated the "London Gazette." His latest award is for rescuing the crew of eight of a vessel grounded on a sandbank.

ROBERT CROSS, coxswain of the R.N.L.I. Lifeboat City of Bradford II, has won seven medals in a career dedicated to the Lifeboat Service. He has been the Humber Coxswain since 1912. *Photo, Associated Press*

New Suits for High Fliers

NOW that aircraft are flying very much higher than they did at the beginning of the war, the crew are exposed to intense cold, even though summer heat may be experienced at ground level. To combat this, crews of the Bomber Command and other operational forces have been issued with special warm underclothing. So thick are these garments that they cannot be worn beneath ordinary uniforms, so crews are also being provided with roomy two-piece suits resembling the Army's battledress, except that they are in blue grey. The usual R.A.F. and rank badges will be sewn on.

NAZI AIR-BORNE TROOPS
One Division—Strength 7,000 Men
Infantry : 2 Regiments = 6 Battalions

1 Battalion	*Armament*
3 Companies	Rifles
1 Company	Machine-guns
1 Gun Company	4 75-mm. guns
1 Anti-Tank Company	4 37-mm. guns
1 Company Light Infantry	
Artillery :	**1 Regiment**
3 Batteries	24 75-mm. mountain guns.
Anti-Tank :	**1 Battalion**
3 Companies	37-mm. guns

Auxiliaries:
Reconnaissance Unit, motor cycles
Signals units, cycles and motor cycles
Engineers, Medical and Supply units.

Note.—These figures are estimated on the basis of the air-borne divisions used in the invasion of Holland. Germany then had 7 such divisions of highly trained men.

About 250 aircraft are required to transport 1 division in relays, making 2-4 journeys.

Parachutists precede all these troops to prepare the ground for them.

The Way of the War

THE WAR ENTERS A CRITICAL NEW PHASE

Under President Roosevelt's Inspiring Leadership All America Is United Against 'This Nazi Shape of Things to Come'

IN 1919 America turned her back on Europe. President Wilson was disowned by his own people. The League of Nations, of which he had been the prophet and, more than any man perhaps, the parent, was rejected as a snare devised by wily foreigners to drag the New World into the disreputable politics of the Old. Back to the Monroe Doctrine ! was the cry. Off with the shackles imposed by Wilsonian idealism ! On to prosperity, and America for the Americans !

The years passed. Wilson died, a man broken in body and in mind. President followed President: Harding, Coolidge, Hoover . . . There was prosperity, oceans of it. Pockets were bulging. The Almighty Dollar never had so many well-paid, well-clothed, smugly complacent worshippers. Then came the crash . . .

One man saved the nation, gave back hope to the despairing. One man proved that he was worthy of being the captain of a great people. Since the day of his first inauguration—since March 4, 1933—Franklin Delano Roosevelt has occupied a position in America and in the world such as no American President has occupied before him, not Wilson or Lincoln, not Jefferson, not even Washington, the Father of the Republic. In the eight years that have passed since that historic day the United States have passed through what may well be described as a revolution. The national conscience has been awakened as never before, and the doctrine of more or less enlightened selfishness has given place to a concern for the under-dog—and for what may be described as the under-nation.

FOR F.D.R. is not and never has been an isolationist. Way back in 1916 he was Wilson's Assistant Secretary of the Navy, and what he learnt from Wilson he has never forgotten; for all we know Wilson may have learnt something, much perhaps, from the young man who, though born into America's upper hundred, is a democrat through and through. Roosevelt's vision is not narrowed by the American shore; he saw the red light across the Atlantic when it was but a glimmer, not yet fanned into a raging flame by the follies and worse of European policies. As late as 1937 the menace of Nazism was still not fully realized, even by those who were Germany's nearest neighbours; Austria was still independent, Czechoslovakia was still free, Poland not yet threatened, Holland and Norway and the rest were sunk in the slumbers of an unreal neutrality. France was still France. Yet in October of that year he denounced at Chicago the "reign of terror and international lawlessness which has now reached a stage where the very foundations of civilization are seriously threatened . . . If these things come to pass in other parts of the world, let no one imagine that America will escape . . ."

Year by year the crisis grew, and the air was charged more and more heavily with the ominous thunder of the approaching war. At last the storm broke, and America's millions awoke to a new interest in life. News of battles at sea and on land and in the air made interesting reading, and they rushed for the newspapers hot from the presses. In those days, not yet two years gone, the war to the great majority of the Americans seemed exceedingly remote. "It can't happen here," they said, "but it is darned interesting to read about . . ." But F.D.R., it is clear now, never shared that shortsighted outlook. He knew from the very beginning that this was a war between democracy and dictatorship; and that this being so, the world's greatest democracy could not stand aloof, or, if at first, certainly not indefinitely. So step by step he led his country and his people into ever-increasing partnership with Britain and her Allied democracies.

WE need not suppose that from the very first the President saw the last step, or even the last but one; sufficient that he knew the next step and the one after that. Every step he took was carefully prepared for. Some of his supporters were fretful at his apparent slowness. "We want action," they said, "and he gives us words, and more words." But F.D.R. is a past-master at timing and in reading the psychology of the American people, and when his friends grumbled and his foes raged, he just kept on smiling. He realizes how strange and far away the war must appear to the men arguing round the cracker barrels in the village stores way down in Tennessee or way up in the Middle West; he knows full well and understands the passion that lies beneath the demand that never again shall American mothers' sons be sent across the Atlantic to die in a European quarrel. Because of this realization, this deep understanding, he has stressed all along the fact that Britain is fighting not only her war but America's.

PRESIDENT ROOSEVELT in his "fireside chat" delivered at the White House on the evening of May 27 addressed himself immediately to the representatives in Washington of all the American countries, but 85 millions throughout the world heard his speech relayed by wireless. The most important passages are given in page 596.

Photo, Wide World

With the American temper steadily rising, the President has kept ahead; even if only just a little ahead, of the great public. The man in the street, whether that street be in New York or in New Orleans, in Washington or San Francisco, relies on F.D.R. to put his own thoughts into speech. (Maybe he is not so quick to realize that those same thoughts would not have been his but for the President's prompting.) Save Britain ! Save the people of London, Liverpool, Bristol, Plymouth, and the other bombed towns ! Save China ! Save Latin America ! Save ourselves !

Roosevelt listens, and, having listened, makes another step towards—what ? War, perhaps; and it says much for his masterly direction and inspiration of a great people that America has now come face to face with the possibility of war—and is not afraid.

"We do not accept and will not permit this Nazi 'shape of things to come' . . . We shall actively resist wherever necessary and with all our resources every attempt by Hitler to extend his Nazi domination to the Western Hemisphere or to threaten it. We shall actively resist his every attempt to gain control of the seas."

A few hours before he made that forthright declaration, he had assumed powers under the Constitution such as have been no American President's before him. "I, Franklin D. Roosevelt, President of the United States of America, do proclaim that an unlimited national emergency confronts this country . . ."

THAT is as far as he has spoken. But as he sits at his desk in the White House smiling his famous smile and wisecracking with the reporters, what is going on behind the twinkling eyes in that restless, scheming brain ? He has said himself that no one can know what will happen tomorrow. But in the light of the words he has let fall or spoken with calculated deliberation, are we not entitled to believe that already he sees beyond the war to the day when Wilson's dream of a world of free peoples, ruled by law based on the consent of the governed, is no longer a dream—when the world will be a fit home for men fit to be free ?

E. ROYSTON PIKE

For 1750 Miles They Chased the Bismarck

"I have just received news that the Bismarck is sunk." In these words Mr. Churchill announced to an expectant House of Commons on May 27 the end of the chase of Hitler's newest and most powerful battleship. Below we tell the full story in the words of the Admiralty communiqués issued shortly after the fight was fought and won.

AIR reconnaissance by Coastal Command aircraft revealed that a German battleship and cruiser, which they had previously located in the Norwegian port of Bergen, had sailed.

Certain dispositions were therefore ordered, and as a result H.M. cruiser Norfolk (9,925 tons), Capt. A. J. L. Phillips, R.N., wearing the flag of Rear-Admi. W. F. Wake-Walker, C.B., O.B.E., and H.M. cruiser Suffolk (10,000 tons), Capt. R. M. Ellis, R.N., were ordered to take up a position in the Denmark Straits. On Friday evening Admi. Wake-Walker reported sighting an enemy force of one battleship and one cruiser [Prinz Eugen] proceeding at high speed to the south-westward. Visibility in the Denmark Straits was bad and extremely variable. The range of the enemy was only six miles when he was first sighted, and storms of snow and sleet and patches of mist at times reduced the visibility to one mile.

Despite the difficulties of visibility, H.M.S. Norfolk and H.M.S. Suffolk shadowed the enemy successfully throughout the night.

Meanwhile, other units of the Royal Navy were taking up dispositions at high speed with a view to intercepting the enemy and bringing him to action with our heavy forces.

Early on Saturday morning H.M. battle-cruiser Hood (42,100 tons), Capt. R. Kerr, C.B.E., R.N., wearing the flag of Vice-Admi. L. E. Holland, C.B., with H.M. battleship Prince of Wales (35,000 tons), Capt. J. C. Leach, M.V.O., R.N., in company, made contact with the enemy. Action was immediately joined. During the ensuing engagement Bismarck received damage and was at one time seen to be on fire. Hood, as has already been announced, received a hit in the magazine and blew up. H.M.S. Prince of Wales sustained slight damage. The chase was continued on a south-westerly course, with H.M.S. Norfolk and H.M.S. Suffolk shadowing the enemy and maintaining contact, despite all the enemy's efforts to shake off the pursuit.

It appeared at this time that the enemy's speed had been slightly reduced, and reconnaissance aircraft of the Coastal Command reported that she was leaving a wake of oil.

On Saturday evening H.M.S. Prince of Wales again made contact with the enemy and action was joined for a short time. The German ships at once turned away to the westward, and then swung round on to a southerly course, with our forces still in pursuit. Other of our naval forces were now approaching the enemy, and during the night naval torpedo-bombing aircraft from H.M. aircraft-carrier Victorious (23,000 tons), Capt. H. C. Bovell, R.N., delivered a torpedo attack on the enemy from a considerable distance, and one torpedo was seen to hit the Bismarck.

H.M.S. Norfolk, H.M.S. Suffolk and H.M.S. Prince of Wales continued to shadow the enemy successfully until shortly after 3 a.m. on Sunday. Touch with the enemy was now lost in low visibility. The enemy was then approximately 350 miles south-south-east of the southern point of Greenland. Searching dispositions were at once taken up by other units of the Royal Navy.

The main body of the Home Fleet, under the command of Admi. J. C. Tovey, K.C.B., D.S.O., with his flag flying in H.M. battleship King George V (35,000 tons), Capt. W. R. Patterson, C.V.O., R.N., was steaming at high speed in a south-westerly direction from northern waters.

Another force under the command of Vice-Admi. Sir James F. Somerville, K.C.B., D.S.O., with his flag flying in H.M. battle-cruiser Renown (32,000 tons), Capt. R. R. McGrigor, R.N., was steaming north-westwards at high speed from Gibraltar.

H.M. battleship Rodney (33,900 tons), Capt. F. H. G. Dalrymple Hamilton, R.N., and H.M. battleship Ramillies (29,150 tons), Capt. A. D. Read, R.N., who were escorting convoys in the North Atlantic, proceeded to move in the direction of the enemy.

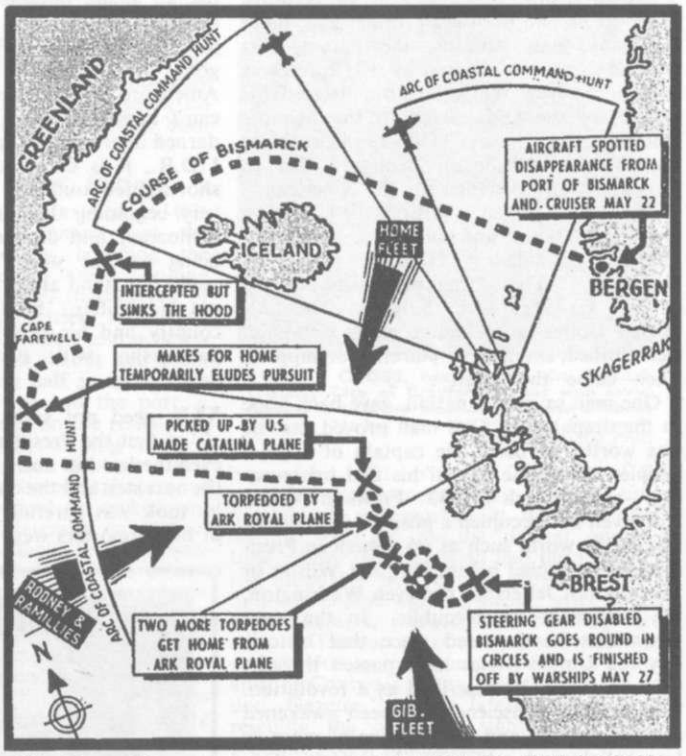
Extensive air searches were organized by Coastal Command and by the Royal Canadian Air Force stationed in Newfoundland.

It was not until about 10.30 a.m. on Monday that the enemy was again located. At that time the Bismarck was sighted by a Catalina aircraft of Coastal Command in a position about 550 miles west of Land's End.

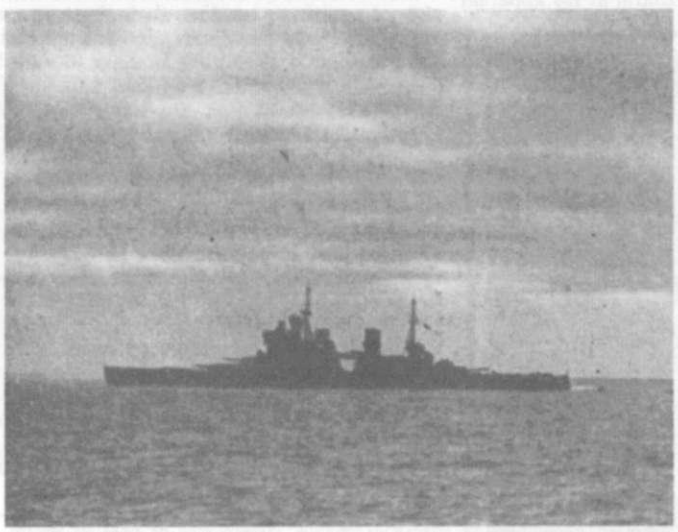
This aircraft was attacked, and as a result lost touch with the enemy battleship half an hour later, but at 11.15 a.m. the Bismarck was sighted by naval aircraft operating from H.M. aircraft-carrier Ark Royal (22,000 tons), Capt. L. E. H. Maund, R.N. Only the battleship Bismarck was seen, and she was then steering an easterly course.

At this time H.M.S. King George V and H.M.S. Rodney were approaching the area, but were not yet sufficiently close to bring the enemy to action.

As soon as Bismarck was sighted by Ark Royal's aircraft Admi. Sir James Somerville detached the cruiser Sheffield (9,100 tons), Capt. C. A. A. Larcom, R.N., to make contact with and shadow the Bismarck. During the afternoon a striking force of naval aircraft was dispatched from Ark Royal to attack with torpedoes, but this proved unsuccessful. Shortly after 5.30 p.m. H.M.S. Sheffield made contact with the Bismarck and proceeded to shadow her. Within 20 minutes another striking force of naval aircraft was flown off by H.M.S. Ark Royal. This force attacked successfully, and one torpedo was seen to hit the Bismarck amidships.


GREENLAND
ARC OF COASTAL COMMAND HUNT
ARC OF COASTAL COMMAND+HUNT
COURSE OF BISMARCK
AIRCRAFT SPOTTED DISAPPEARANCE FROM PORT OF BISMARCK AND CRUISER MAY 22
ICELAND
HOME FLEET
BERGEN
INTERCEPTED BUT SINKS THE HOOD
CAPE FAREWELL
MAKES FOR HOME TEMPORARILY ELUDES PURSUIT
SKAGERRAK
PICKED UP BY U.S. MADE CATALINA PLANE
ARC OF COASTAL COMMAND HUNT
TORPEDOED BY ARK ROYAL PLANE
BREST
RODNEY & RAMILLIES
ARC OF COASTAL COMMAND HUNT
TWO MORE TORPEDOES GET HOME FROM ARK ROYAL PLANE
STEERING GEAR DISABLED BISMARCK GOES ROUND IN CIRCLES AND IS FINISHED OFF BY WARSHIPS MAY 27
N
GIB. FLEET

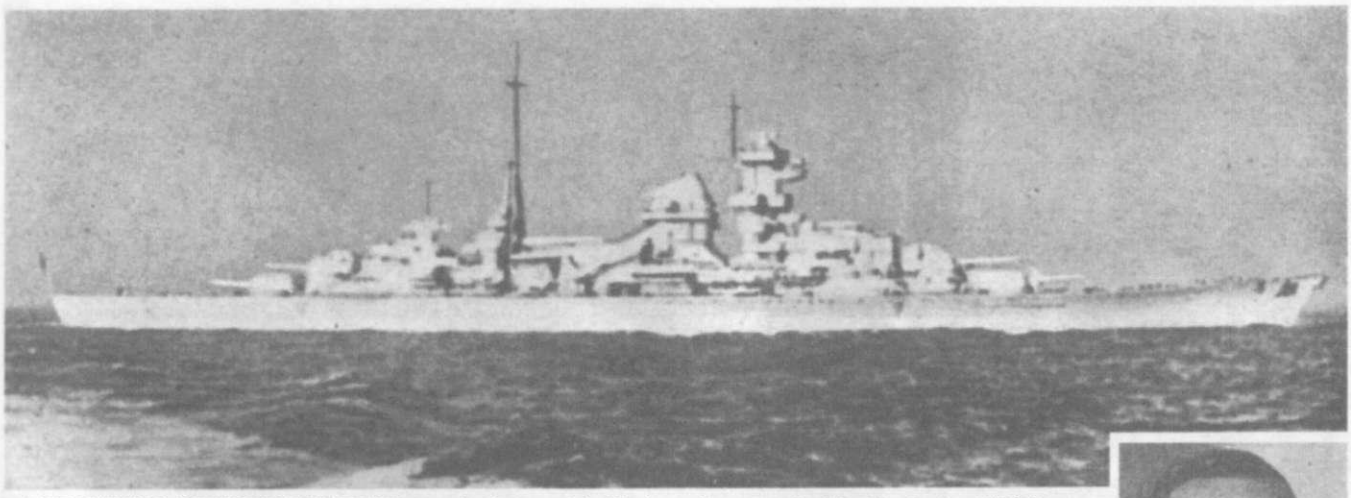
The Bismarck's course, from the moment that the Nazi battleship left Bergen on May 22 till her destruction 400 miles west of Brest, is here shown stage by stage. *Courtesy of the "Daily Mail"*



H.M.S. PRINCE OF WALES, one of Britain's mightiest and newest battleships, slightly damaged by the Bismarck on the morning of May 24, 1941. She was launched in 1939, and her ten 14-in. guns are unique in power and range. *Photo, Keystone*

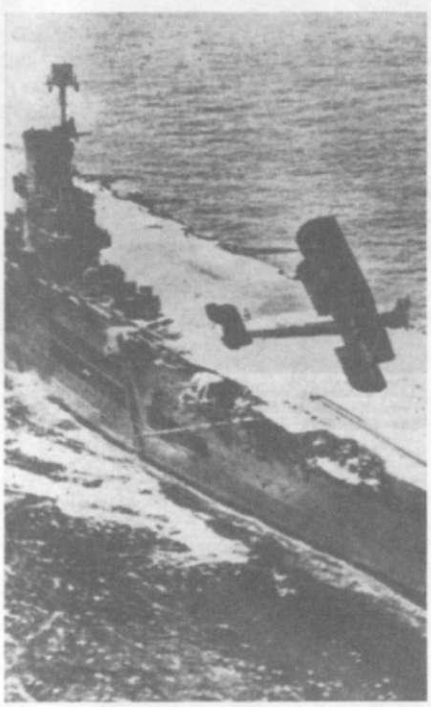
ADMIRAL SIR JOHN TOVEY, in command of the Home Fleet which pursued the Nazis. *Photo, Planet News*

How the Royal Navy Avenged the Hood



THE GERMAN BATTLESHIP BISMARCK was the last word in Nazi naval power and pride. She displaced 35,000 tons, carried eight 15-in., twelve 5·9-in. and sixteen 4·1-in. guns, and was launched in 1939. Under command of Admiral Luetjens (right) she met her doom in the Atlantic on May 27.

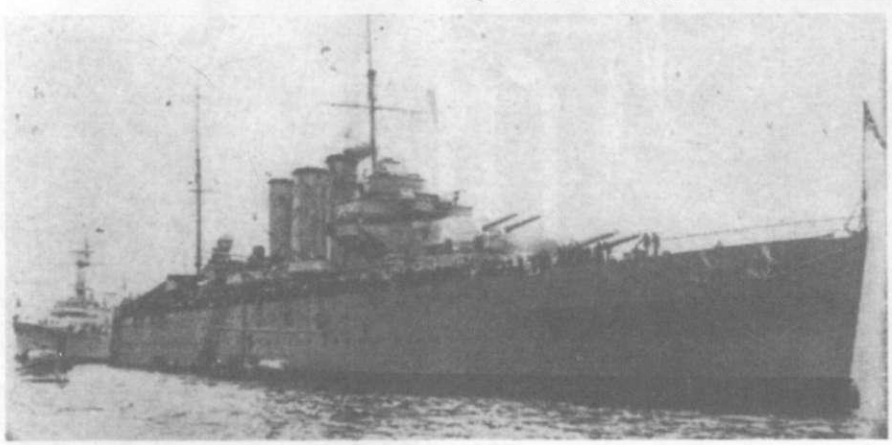
Photos, Wide World and G.P.U.



H.M.S. ARK ROYAL, one of whose naval operating planes sighted the Bismarck on the morning of May 26 and torpedoed her.

A second hit was obtained by a torpedo on the starboard quarter of the German battleship. It was subsequently reported that on being hit during this attack the Bismarck made two complete circles and that her speed was again reduced. During the evening some of our destroyers of the Tribal class (1,870 tons), under the command of Capt. P. L. Vian, D.S.O., R.N., in H.M.S. Cossack, made contact soon after 11 p.m. Between 1.20 a.m. and 1.50 a.m. on Tuesday the Bismarck was attacked with torpedoes by H.M. destroyers Zulu, Cmdr. H. R. Graham, D.S.O., R.N.; Maori, Cmdr. H. T. Armstrong, D.S.O., R.N.; and Cossack. Cossack and Maori each hit with one torpedo. After Maori's attack it was reported that there was a fire on the forecastle of the German battleship.

One hour after these attacks by our destroyers it was reported that the Bismarck appeared to be stopped She was then about 400 miles due west of Brest and had been pursued by our forces for more than 1,750 miles. It was subsequently reported that the Bismarck was again under way and had made good about eight miles in one hour, and that she was still capable of heavy and accurate gunfire. At daylight another striking force of naval aircraft was dispatched from Ark Royal, but this attack had to be cancelled owing to low visibility. Shortly after daylight Bismarck engaged our destroyers by gunfire. H.M. cruiser Norfolk was in action with the Bismarck almost immediately afterwards, and very soon the Bismarck was being engaged by our heavy ships. Details of this phase of the action have not yet been received. It is known, however, that H.M. cruiser Dorsetshire (9,975 tons), Capt. B. C. S. Martin, R.N., was ordered to sink the Bismarck with torpedoes. Bismarck sank at 11.01 this morning.



H.M.S. DORSETSHIRE, the cruiser which gave the Bismarck her coup de grâce with torpedoes. Right, above, H.M.S. Zulu, which, with her sister destroyers Maori and Cossack, chased the German battleship and attacked her between 1.20 a.m. and 1.50 a.m. on May 27.

Photos, Central Press, Wright & Logan, Planet News

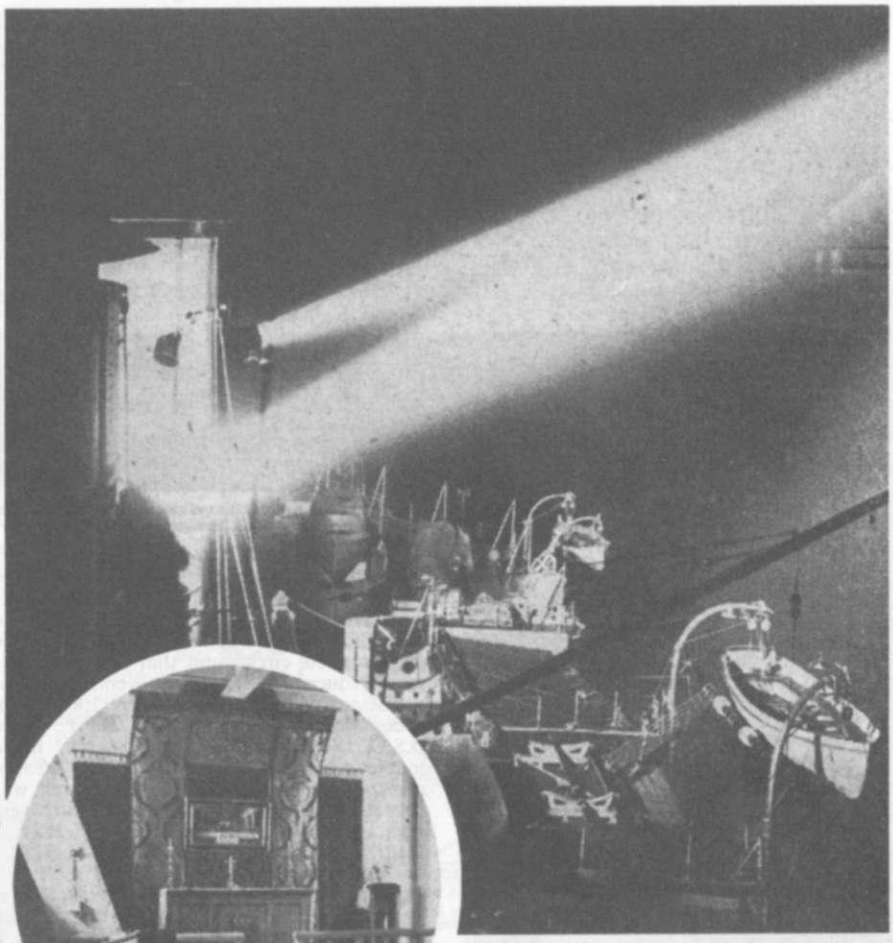
So reads the Admiralty communiqué of May 27; a second issued on May 29 adds:

The torpedo attacks by naval aircraft and the destroyer attack during Monday-Tuesday night, in which H.M. Destroyer Sikh (Commander G. H. Stokes, R.N.) took part, in addition to the ships already announced, resulted in the speed of the Bismarck being greatly reduced and her steering gear being put out of action. Both her main and secondary armament, however, remained effective. The C.-in-C. Home Fleet, intended to close the Bismarck at dawn and sink her by gunfire from H.M.S. King George V and H.M.S. Rodney. This intention, however, was abandoned owing to uncertain and variable visibility, which made it necessary to await full daylight before closing the enemy.

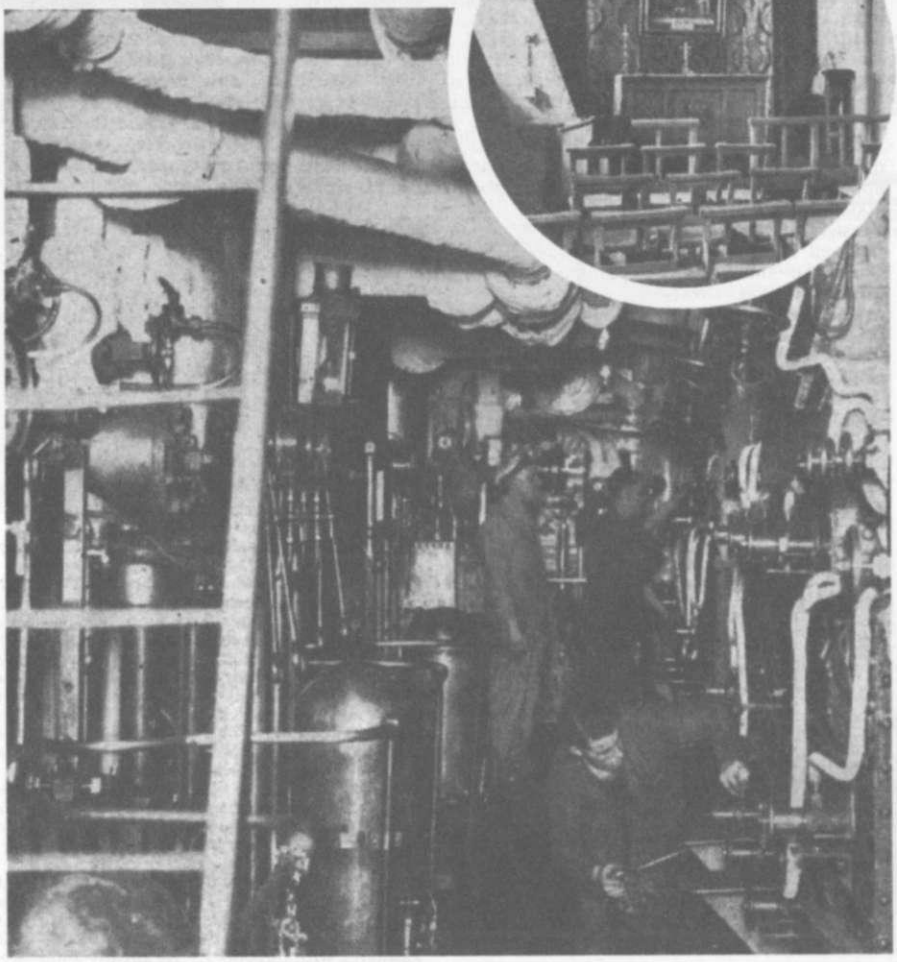
Shortly before 9 a.m. H.M.S. King George V and H.M.S. Rodney engaged the enemy with their main armament. The gunfire of these two battleships silenced the enemy. The C.-in-C. then ordered H.M.S. Dorsetshire to sink the Bismarck with torpedoes. As already announced, the Bismarck sank at 11.1 a.m., on May 27. More than 100 officers and men from the Bismarck were picked up by our forces and are prisoners of war.

A Last Look Round the Bismarck's Victim

The ward room of H.M.S. Hood with its brilliantly polished tables, a vase of flowers suggesting the homely touch. Circle: the austere iron chapel relieved by a picture over the altar.



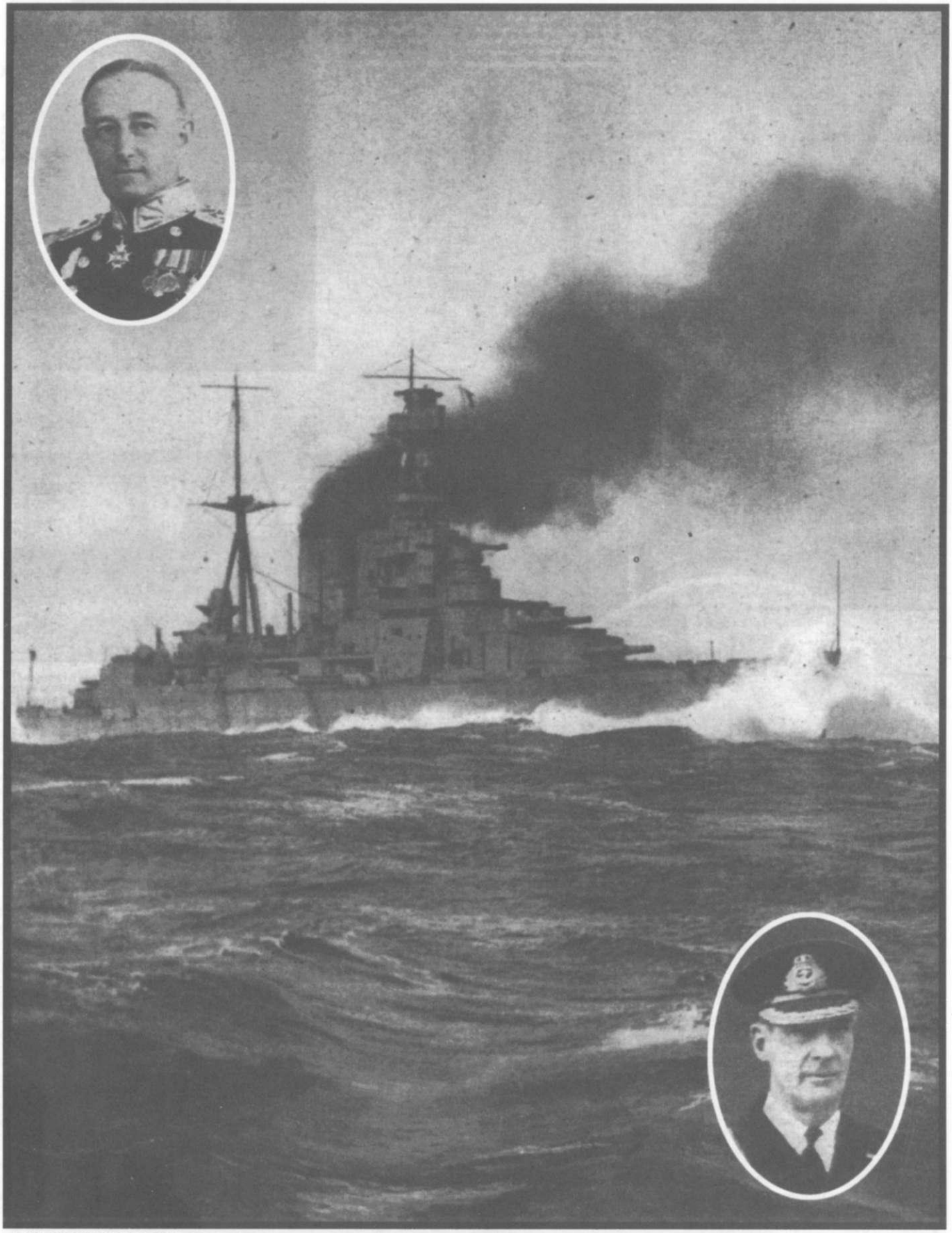
The amazing power of Hood's searchlights revealing a section of the deck. Note how the minutest detail stands out clear against the black night.



In the heart of H.M.S. Hood men are attending to the oil furnaces. The largest warship in commission, the Hood was laid down in September 1916 and completed in March 1920. On the right, Hood's men launching a paravane, the ingenious apparatus by which a mine is cut from its cable and deflected from a ship's side.

Photos, Central Press and Wright & Logan

Toll for the Brave of H.M.S. Hood



THE WORLD'S LARGEST WARSHIP, H.M.S. HOOD, was sunk by the German battleship Bismarck off the coast of Greenland on May 24. The Admiralty communiqué, referring to this loss, described the Hood as receiving an "unlucky hit in the magazine." H.M.S. Hood displaced 42,100 tons, full load, and had a normal complement of 1,341. Inset above, Vice-Admiral L. E. Holland, C.B., who flew his flag in H.M.S. Hood, and on the right, Captain Ralph Kerr, C.B.E., R.N., who was in command of the ship. The Hood's loss was soon avenged, for the Bismarck was sunk by us on May 27

Photos, Topical, Vandyk and Universal

And Still Tobruk Holds Out

This anti-aircraft gun, among the outer defences of Tobruk, is manned by a crew stripped to the waist and ready to give marauding aircraft a hot reception. The emplacement is protected by ammo. boxes filled with stones.

SUNKEN SHIPS are in the fairway outside Navy House in Tobruk, but a tattered White Ensign still flies from the original Italian flagstaff. The photograph top right shows one of the defenders of Tobruk engrossed in news from home.

German prisoners captured during operations around Tobruk are blindfolded before being escorted through the defences of the fortress.

LIFE in Tobruk, which the Nazis have failed to take after weeks of intensive effort, goes on in a more or less normal manner despite the repeated dive-bombing attacks by Stukas which come over with monotonous regularity. An officer who recently returned from Tobruk to Cairo stated that the Imperial defenders were carrying on as usual: there was plenty of food and no shortage of beer or cigarettes, and a military band gave a daily performance of rousing music in the principal square. High tribute was paid to the work of the A.A. gunners and the R.A.F. patrols. A tribute of another kind is the strong defences which the Germans are constructing against the Tobruk garrison's forays.

The Germans have found Tobruk too hard a nut to crack, for the Navy successfully maintains sea communication with the seasoned soldiers who form its garrison. This trawler, en route for Tobruk, has a captured Breda gun in readiness to ward off all attempts at dive-bombing.

Photos, British Official Crown Copyright

Hard and Bitter Was the Fight for Crete

By the end of April 1941 practically all the Empire Forces had been withdrawn from Greece. Their next stand was made in Crete. The battle for this island, so small yet so strategically important, was waged for 12 days from May 19. As will be seen from what is told below, it was a battle not only hardly fought but one in many respects entirely novel.

THE battle for Crete began on May 19, when a great horde of Nazi bombers swept across the narrow sea from their aerodromes in Greece, and subjected Canea, the island's chief port and capital, Suda Bay, which the British Navy had been occupying as a base, and Candia (or Heraklion, to give it its modern name) — the three key points of the island—to an ordeal of intense bombing and ground strafing. But for some days before our reconnoitring aeroplanes had noticed very heavy concentrations of German aircraft on the aerodromes of Southern Greece, and our bombers had attacked them night after night, inflicting considerable damage.

German parachute troops in Crete were supplied with food and ammunition in containers dropped by parachute from German aircraft. *Photo, E.N.A.*

On May 20 the first of the Nazi invaders made their appearance in the island—or, rather, above it, as they came by air. "An air-borne attack in great strength has begun this morning," Mr. Churchill told the House of Commons on May 20, "and what cannot fail to be a serious battle has begun and is developing. Our troops there—British, New Zealand and Greek forces—are under the command of General Freyberg, and we feel confident that most stern and resolute resistance will be offered to the enemy."

A little later in the day the Premier was able to give some further details of the battle. "After a good deal of intense bombing of Suda Bay," he said, "and the various aerodromes in the neighbourhood, about 1,500 enemy troops wearing New Zealand battle-dress landed by gliders, parachutes, and troop-carriers in the Canea-Maleka area." The first parachutists landed at about 2 a.m. near Suda Bay and Maleka to the west, and later in the day more landings were effected near Canea and on the Akrotiri Peninsula. By nightfall some 3,000 had been landed altogether, chiefly round Maleka and Candia, and of these General Freyberg had reported that 1,800 had been taken prisoner, wounded, or slain.

At 4.30 the next morning the air-borne attacks recommenced. Another 3,000 men were dropped from the sky. Within two hours most of these had been accounted for The gaps in the Nazi ranks were swiftly filled by fresh troops, however, and fighting continued throughout the day. There was no staying the stream of German aircraft—great Junkers 52 troop-carrying planes, each with 14 or 20 fully-armed men in its cabin, and trailing behind them gliders—whole strings of them—each carrying 12 men apiece. Altogether the Nazis were said to have employed 1,200 troop-carriers, and at the height of the attack they were landing at the rate of one a minute. The British defenders, our fighter planes, and A.A. guns wrought havoc amongst the attackers; numbers of the troop-carriers were shot down in flames, scores of gliders crashed to earth with a load of corpses. But still the Germans came on. They had apparently an inexhaustible supply not only of men but of planes.

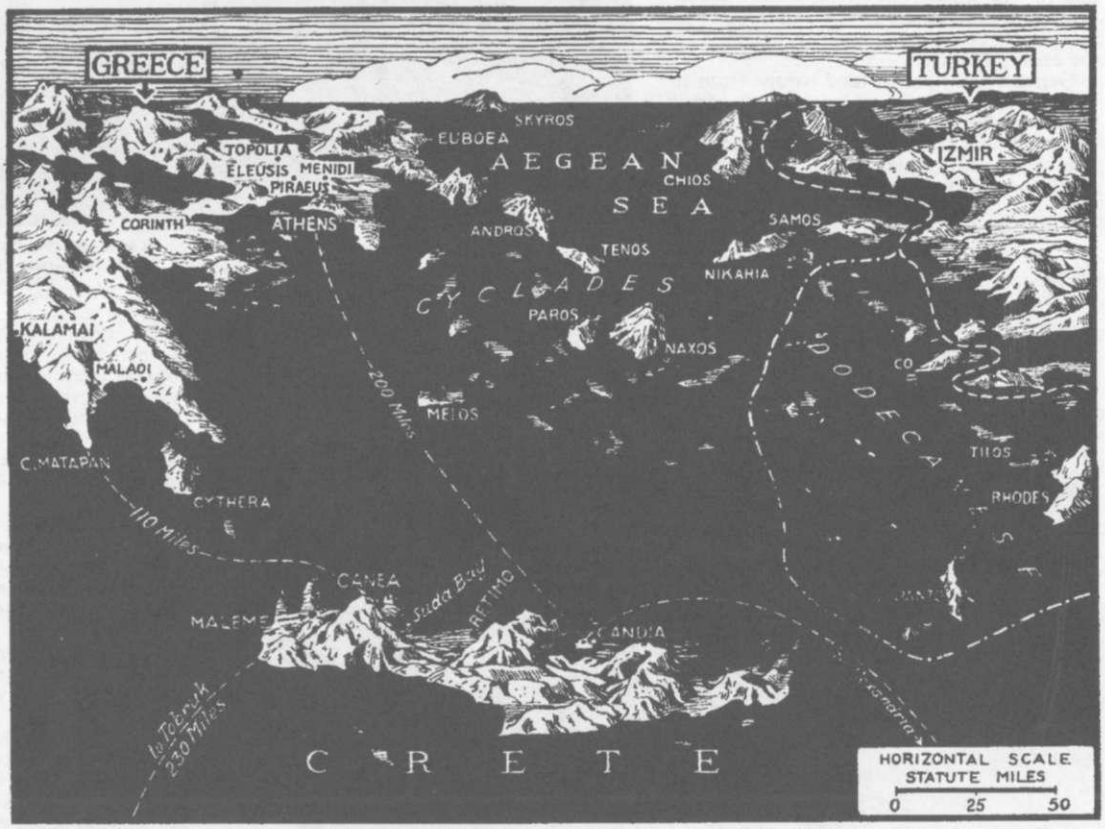
By the night of May 21 the enemy attempted landings by sea, but these met with disaster.

NAVAL LOSSES IN CRETE

	Tons.	Guns: 5-in.	Guns: 4-in. A.A.	Guns: Smaller	Torp. Tubes	Completed
Cruisers						
Gloucester (Southampton Class)	9,400	12	8	20	6	1939
Fiji (Fiji Class)	8,000	12	8	16	6	1940
York	8,250	6 3 in.	8	18	6	1930
		4·7				
Destroyers						
Juno	1,690	6	—	6	10	1939
Kelly	1,695	6	—	6	10	1939
Kashmir (Javelin Class)	1,690	6	—	6	10	1939
Greyhound (Greyhound Class)	1,335	4	—	6	8	1936

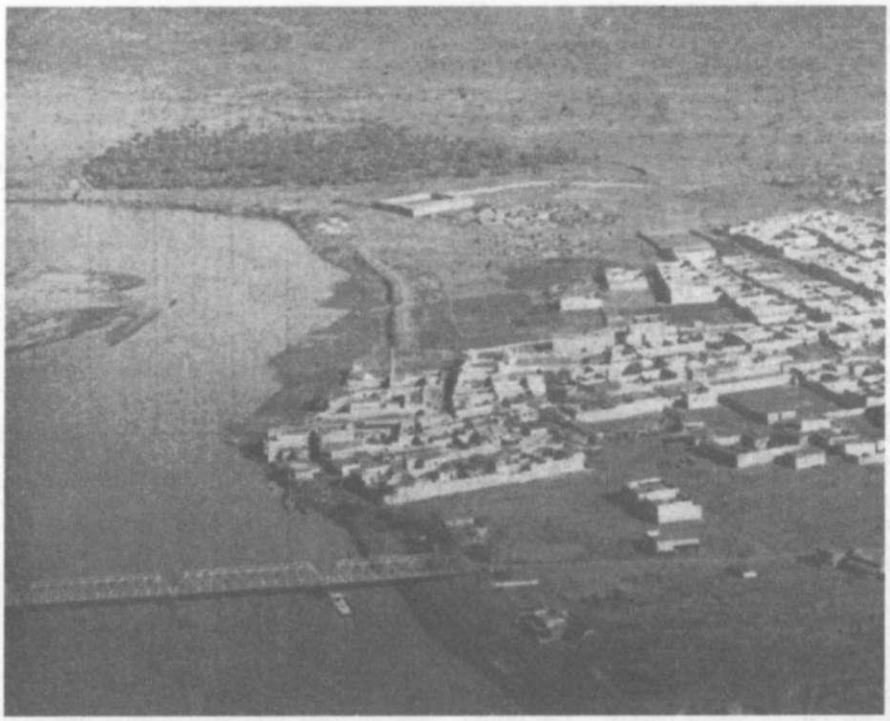
A convoy making for Crete was intercepted by our naval forces. Two transports and a number of caiques—Greek fishing boats which the Nazis had impounded as troop transports—were sent to the bottom, together with an enemy destroyer which was acting as escort. On the next day an attempt on a much larger scale was made to carry an army into Crete, and a convoy of 30 vessels was encountered and scattered by our ships.

Speaking in the House of Commons on the afternoon of Thursday, May 22, Mr. Churchill said with perfect truth that "It is a most strange and grim battle which is being fought. Our side has no air support, because they have no aerodromes, not because they have no aeroplanes. The other side have very little or nothing of artillery or tanks. Neither side has any means of retreat." The same evening the British military spokesman in Cairo stated that the Imperial troops, assisted by Greek forces and Cretan hillsmen, had succeeded so far in



THE ISLAND OF CRETE, invaded by Nazi air-borne troops on May 20, lies at the southern end of the Aegean Sea and has an area of 3,195 square miles. (England has an area of 58,874 sq. miles). There are no railways, and few good roads. Heraklion (Candia) on the north coast is the largest city, with a population of some 34,000. The only other modern towns are Canea (27,000) and Retimo (9,000). *Specially drawn for* THE WAR ILLUSTRATED *by Felix Gardon*

Flame and Fury of a New Kind of War



FALLUJA, IRAQ, showing the bridge on the Euphrates on the way to Baghdad. Fallujah was captured by our forces on May 22. After Crete, Iraq and Syria became the next Nazi objectives. *Photo, "The Times"*

" keeping the situation well in hand." And a communiqué issued from British G.H.Q. in Cairo paid tribute to the splendid courage and dash of the defenders. But all the same it was revealed that the British fighters had had to withdraw from Crete, since the aerodromes available were so few and ill-equipped and were being continuously attacked by the enemy Stukas.

German attempts to land troops from the sea were still a failure—at least, in any considerable number. Though exposed to constant bombardment from the air by an enormous number of enemy planes, the Mediterranean Fleet under Admiral Cunningham maintained their patrol in those dangerous waters. It was not to be expected that they could do so without loss, and the Germans were soon claiming that the Luftwaffe had sunk several British cruisers and destroyers, obtained direct hits on one of our battleships, and seriously damaged many other units of our Fleet. These claims were exaggerated as always, but the actual losses were severe enough (see table in previous page).

By May 28 the Germans claimed to have occupied Western Crete—prematurely, perhaps, although there was no disguising the fact that the situation was serious and becoming worse. It was claimed that our troops had inflicted very heavy casualties on the enemy, who had also lost a high proportion of his troop-carrying aircraft, yet it had to be admitted that not a day went by but fresh contingents of Nazi troops were landed in the island, and the defenders were subjected to almost uninterrupted dive-bombing attacks. A new note of horror was struck on May 24 when Heinkels pounded Canea, Retimo and Candia with heavy bombs.

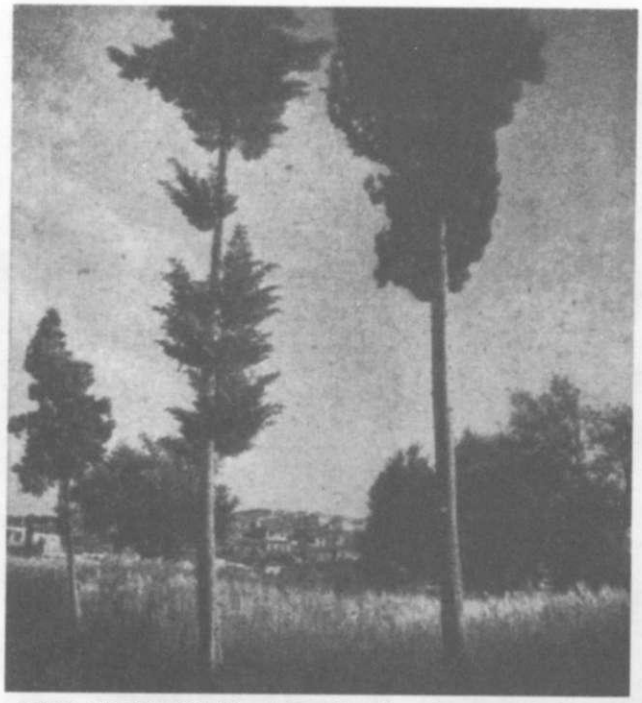
Back and forth the battle swayed, and there were some places which changed hands time and again. But at one vital spot—the aerodrome at Maleme, 10 miles south-west of Canea—the Germans secured a foothold on May 21 and nothing could dislodge them. It was here that the main body of the enemy air-borne troops were landed, since it was so well situated for an attack on Canea and, still more important, Suda Bay, where British warships had been anchored.

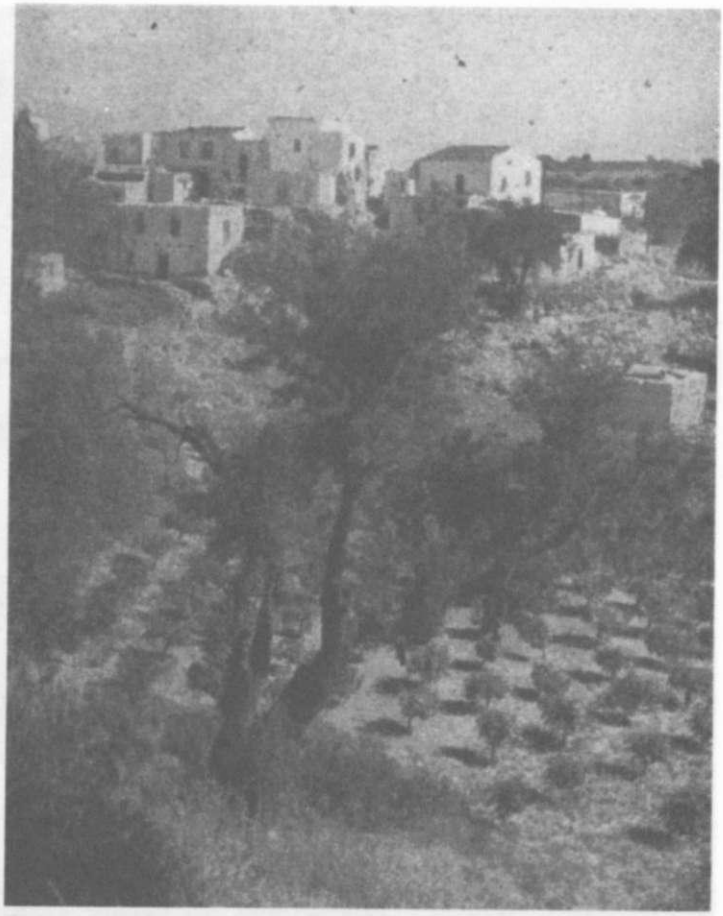
H.M.S. GLOUCESTER (above), sunk in the battle for Crete. A cruiser of 9,400 tons, she was completed in 1939. *Photo, "Daily Mirror"*

By now the Nazis in the island were reported to number between 25,000 and 30,000 men ; certainly they had sufficient to make an attack on Canea in force. Adopting battle formation, they marched against Canea and Suda Bay, and on May 26 a penetration of our positions was made. On the next day another attack enlarged this penetration, so that the Empire forces were compelled to withdraw to positions in the rear. Then on May 28 the German communiqué claimed that " German Alpine troops, despite the difficult terrain, broke down the stubborn resistance of British forces and insurgent bands [this term, by the way, refers to the Greeks and Cretans]. In a bold attack they thrust the enemy out of his position, took the capital, Canea, and pursued the beaten enemy." With Canea in their hands the Germans were able to bring their fire to bear on Suda Bay itself, and on May 29 it was announced by British G.H.Q. that " in face of further attacks by German forces, which have again been heavily reinforced, our troops have withdrawn to positions east of Suda Bay." Then on June 1 came the news that the Empire Force had withdrawn to Egypt.

IN CRETE the Germans used flame-throwers. Here they are seen manipulating this diabolical weapon in readiness for a forthcoming battle. *Photo, Keystone*

What Remains Today of These Cities of Crete?





NEAR HERAKLION (Candia), a view through trees typical of the Cretan landscape. Right, between Heraklion and Retimo, and, beneath, Canea, the capital of Crete, which has been completely destroyed by 30,000 Nazi bombs.

Photos, Wide World, exclusive to THE WAR ILLUSTRATED

Not All Hitler's Terrorism Has Banished Life and Laughter from Brit

The War in Abyssinia in Retrospect

The East African campaign of 1941 will be remembered as one of the most remarkable in British military history. A brief review of the operations conducted by General Cunningham and General Platt, which have resulted in the downfall of the Fascist East African Empire, is given below.

"THE victory at Amba Alagi has resulted in the surrender of the Duke of Aosta and his whole remaining forces, and must be considered to bring all major organized resistance in Abyssinia to an end." So said Mr. Churchill in the House of Commons on May 20, amid cheers. He went on: "No doubt other fighting will continue for some time in the south, but this certainly wears the aspect of the culmination of a campaign which, I venture to think, is one of the most remarkable ever fought by British or Imperial arms."

The East African campaign was, indeed, a remarkable one, and a model of concerted action on the part of widely separated columns which had to cover vast distances in the face of great physical difficulties, encountering strong resistance from time to time. Its successful termination in such a surprisingly short space of time was due, as the Prime Minister remarked, to "audacious action and extraordinary competence in warfare."

When Italy came into the war in June 1940 General Wavell had comparatively small and incompletely trained forces in the Sudan and in Kenya. Under the circumstances a long frontier was impossible to hold and a series of withdrawals took place, from Kassala, from Gallabat, from Moyale and from the northern frontiers of Kenya. Our military strategy in Africa had been based on the assumption that we should have the powerful support of colonial France, and after the French government had gone back on its promise, broadcast by M. Reynaud, to fight in North Africa if driven out of France, this strategy had to be completely replanned.

When British Somaliland was invaded by superior forces in August 1940 we were forced to abandon it. Axis propaganda made the most of our defeat. British prospects in Africa wore a far from rosy look. That corner of N.E. Africa comprising Abyssinia, Eritrea, Italian Somaliland and British Somaliland was held by a well-equipped force of 100,000 Italian metropolitan and 200,000 native troops which had at its disposal a considerable air force.

It was then that the British Government took what was among the most momentous decisions in the world's military history. Although Hitler had overrun France with his armed might and our island was under the threat of imminent invasion, large reinforcements in men and machines were sent to the aid of General Wavell. Some came from the Home Country, but many were sent from Australia and New Zealand to man the Libyan frontier, while Union forces moved up from the Cape to reinforce Kenya. There were, in addition, contingents of Indian troops and detachments of Free French forces who were upholding the honour of France by our side.

Time was needed to dispatch these forces and their supplies to Africa, and it was fully expected that Italy would launch a full-scale offensive before they could arrive. Egypt and the Sudan were threatened with attack from many sides, but for some reason neither Graziani nor the Duke of Aosta seemed anxious to undertake serious operations. By December the Italians had missed their greatest opportunity. In the second week of that month General Wavell launched his successful Libyan drive, and a month later British forces began their penetration into Eritrea and Abyssinia.

The Lightning Advance

On January 19, 1941, it was announced that Kassala, in the Sudan, had been retaken and that the Italians all along this front were in retreat. In three days they had withdrawn forty miles and the advance towards Keren was well under way. Meanwhile, our advanced forces from Kenya were making contact with enemy outposts in Italian Somaliland, and on January 24 it was announced that the Emperor Haile Selassie had re-entered Abyssinia to take his place at the head of the Ethiopian Patriot Army.

From the point of view of defence the nature of the country in East Africa seemed to offer every facility, but the Italians made little use of this advantage. On February 1 the British captured Agordat, in Eritrea, and two days later occupied Barentu. In Abyssinia the enemy were retreating towards Gondar, and on the Somaliland front South African and African troops, after capturing the important port of Kismayu on February 14, swept across the Juba river to Mogadishu.

March saw the biggest stand of the Italian forces at Keren, where they held what appeared to be an almost impregnable position. The battle for this fortress was bitterly contested, for here the Italians had assembled an army of some 40,000 men and, since the town was the key to the Italian defences in the north, they were determined not to yield it without a struggle.

A dramatic moment in the campaign came on March 16, when Berbera, in British Somaliland, after seven months in Italian hands, was captured by a British landing-party. This enabled another column to penetrate into Italian territory from the north and so maintain the pressure against the Italians from every possible side.

In Abyssinia, British and Patriot forces pressed forward from the Sudan through Metemma and Burye on to Debra Marcos; from Italian Somaliland one column advanced along the Strada Reale, which runs via Neghelli to Addis Ababa, while another struck northwards to Daggabur and Jijiga, towards which town yet another column was advancing from the newly retaken Berbera. On March 24 a communiqué from Nairobi told how British Somaliland was once more under our complete control.

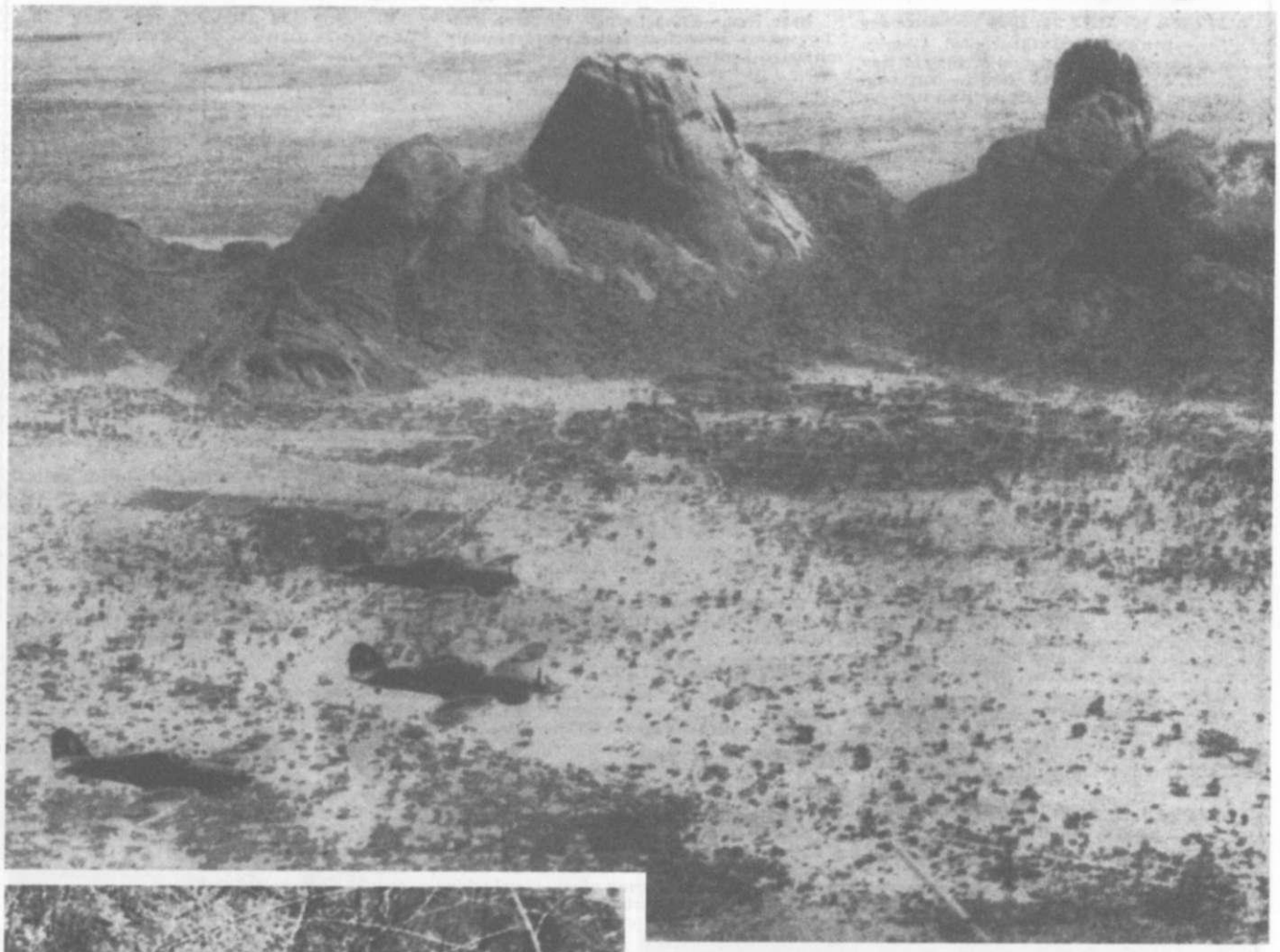
This map marks successive stages in the progress of the remarkable campaign in East Africa from the successful frontier raid at El Wak by South African and Gold Coast troops on December 16, 1940, to the action at Amba Alagi on May 17, 1941.

Map by courtesy of the "Daily Sketch"

On Thursday, March 27, Keren fell after a tremendous assault in which Indian and Scottish troops particularly distinguished themselves, the latter swarming up the 6,000-ft. mountain of Sanchil, the most heavily defended Italian position. Harar and Diredawa were occupied about the same time and a few days later, on April 5, leading detachments of the Imperial forces entered Addis Ababa. The Duke of Aosta had left the city, and with the main Italian forces retreated northwards. Massawa fell on April 8, and the whole of the Red Sea was again safe for traffic.

Italy's African Empire had crumbled. Though two more stands were made, at Dessie and at Amba Alagi, the issue of the campaign was a foregone conclusion, for the Italians were penned into a hopeless position. The only thing the Duke of Aosta could do was to play for time and pin down British troops who were urgently needed elsewhere. Finally, unable to obtain reinforcements, he had to abandon the unequal struggle, and his request for an honourable surrender was granted. To the tune of "Cock of the North," played by South African pipers, he and his men marched down Alagi mountain. Local resistance continued in the Gondar and Lake Tana areas, but the campaign as such was over

Battlegrounds of the East African Campaign



THREE COUNTRIES OF A VANISHED EMPIRE, conquered in what Mr. Churchill has described as "one of the most remarkable campaigns ever fought by British or Imperial arms," are seen in this page. The top photograph shows planes of the South African Air Force flying over Eritrea, the rugged nature of the country being well typified by the rocky peaks in the background. Below, right, hundreds of Italian prisoners are marching under escort after their capture near Kismayu in Italian Somaliland. Left, British motor transport in the jungle country of the Gojjam district of Abyssinia. The physical difficulties which had to be overcome make the campaign all the more remarkable. *Photos, British Official*

Our Diary of the War

SATURDAY, MAY 24, 1941 *630th day*

Sea.—British Navy intercepted German naval forces off Greenland on evening of May 23. H.M.S. Hood sunk. German battleship Bismarck damaged by Fleet Air Arm torpedo. British continued pursuit.

Air.—R.A.F. attacked enemy shipping off Dutch coast.

Africa.—Enemy troops and fort at Goang, in Gondar area, heavily bombed.

Near East.—More air-borne German troops landed in Crete. Hand-to-hand fighting between Maleme and Canea. During night of 23–24 R.A.F. heavily bombed enemy positions and aerodromes at Maleme.

Mass bombing by Germans of Canea, Retimo and Heraklion.

R.A.F. attacked German aircraft on aerodrome at Aleppo.

Iraq.—R.A.F. bombed insurgent positions at Qurmet Ali.

Home.—Night raid on West Country town.

General.—General Smuts appointed Field-Marshal.

SUNDAY, MAY 25 *631st day*

Sea.—Pursuit of the German battleship Bismarck continuing.

H.M. yacht Viva II reported sunk.

Air.—R.A.F. attacked shipping off Dutch, German and Danish coasts.

Africa.—Cairo announced surrender of over 8,000 troops north of Addis Ababa.

Near East.—Announced that King George of the Hellenes and the Greek Government had reached Egypt from Crete.

R.A.F. bombers and fighters heavily attacked enemy positions and aerodrome at Maleme, destroying at least 24 aircraft.

Iraq.—Rashid Ali revolt collapsing. R.A.F. bombed Ramadi, on the Euphrates, and aerodromes at Mosul and Baquba. Enemy aircraft attacked Habbaniyah.

Home.—Two Messerschmitts shot down.

MONDAY, MAY 26 *632nd day*

Sea.—Torpedo bombers of Ark Royal scored successive hits on German battleship Bismarck. Pursuit continued.

Africa.—Cairo announced that as result of recent fighting in Soddu area, Italians had lost four divisions.

Near East.—Fresh German air-borne reinforcements arrived at Maleme and strongly attacked British troops west of Canea, causing their withdrawal to new positions. R.A.F. renewed attacks on troop-carriers, beaches and aerodromes.

Iraq.—Lawful Regent, Emir Abdul Ilah, now back in Iraq. R.A.F. bombed aerodrome at Mosul.

Home.—Attack on Dover balloon barrage. East Anglian coast town bombed. Enemy fighter shot down in Channel.

TUESDAY, MAY 27 *633rd day*

Sea.—German battleship Bismarck sunk by naval torpedoes after pursuit of 1,750 miles.

Admiralty announced loss off Crete of cruisers Gloucester and Fiji, and destroyers Juno, Greyhound, Kelly and Kashmir.

Air.—R.A.F. made successful raid on Lannion aerodrome, Brittany. Enemy coastal shipping attacked. Night raids on Cologne and on aerodrome near Caen.

Africa.—Cairo announced enemy advance in Sollum area. At night our troops in Tobruk made small advance.

Near East.—Severe fighting continued in Crete; heavy attacks made on British forces in Canea area. R.A.F. heavily raided Maleme.

R.A.F. bombed aerodrome at Aleppo.

Home.—Single aircraft dropped bombs on a town in East Scotland. Raider destroyed off Cornish coast.

General.—Roosevelt broadcast announcement of proclamation of unlimited national emergency.

WEDNESDAY, MAY 28 *634th day*

Sea.—Admiralty announced that British submarines had sunk Italian liner Conte Rosso, bound for Libya, and torpedoed three tankers, one being certainly destroyed.

Air.—Coastal Command bombed supply ship off Brest. At night Bomber Command raided targets in N.W. Germany.

Africa.—Cairo announced that British had withdrawn from Halfaya Pass, Libya. Benghazi raided by R.A.F. Coastal shipping damaged.

R.A.F. attacked enemy supply vessel taking refuge in Sfax harbour, Tunisia. Vichy Government lodged protest.

Round-up of Italians proceeding in Abyssinia. Garrison at Debra Tabor surrounded.

Near East.—Cairo stated that more air-borne German troops had landed in Crete and made heavy attacks against Canea, compelling further withdrawal of British lines. Germans claimed capture of Canea. New British units stated to have reached Crete. Italian troops landed in eastern Crete.

R.A.F. attacked landing-ground at German-occupied island of Scarpanto.

Iraq.—British captured Khan Nuqta, half way between Falluja and Baghdad.

Home.—Bombs fell at night at many widespread places on coast. Two day and two night raiders destroyed.

THURSDAY, MAY 29 *635th day*

Sea.—Admiralty announced loss of H.M. cruiser York, bombed while out of action off Crete; and of H.M. destroyer Mashona, sunk by enemy aircraft after Bismarck action.

Africa.—Four enemy aircraft raiding Tobruk shot down. Operations in Lakes area, Abyssinia, proceeding well.

Near East.—Announced that British forces in Crete had withdrawn to positions east of Suda Bay. Germans claimed capture of Heraklion. Further enemy reinforcements were landed, necessitating new British withdrawals.

R.A.F. attacked aerodrome at Deir ez Zor, Syria.

FRIDAY, MAY 30 *636th day*

Africa.—S.A.A.F. continued to harass Italian force holding out at Gimma, Abyssinia. In Gondar area, forts at Azozo and Digya were attacked.

Near East.—Evacuation of British forces from Crete began. R.A.F. heavily bombed aerodromes at Maleme and Heraklion.

Iraq.—Cairo announced that British troops advancing northwards had occupied Ur. Other forces had reached Kadaimain, five miles north-west of Baghdad. Heavy bombing attacks on Washash and Rashid.

Home.—Sharp night raid on West of England town. Bombs also fell in Dublin, causing damage and casualties.

Three German bombers reported destroyed, two by H.M. ships.

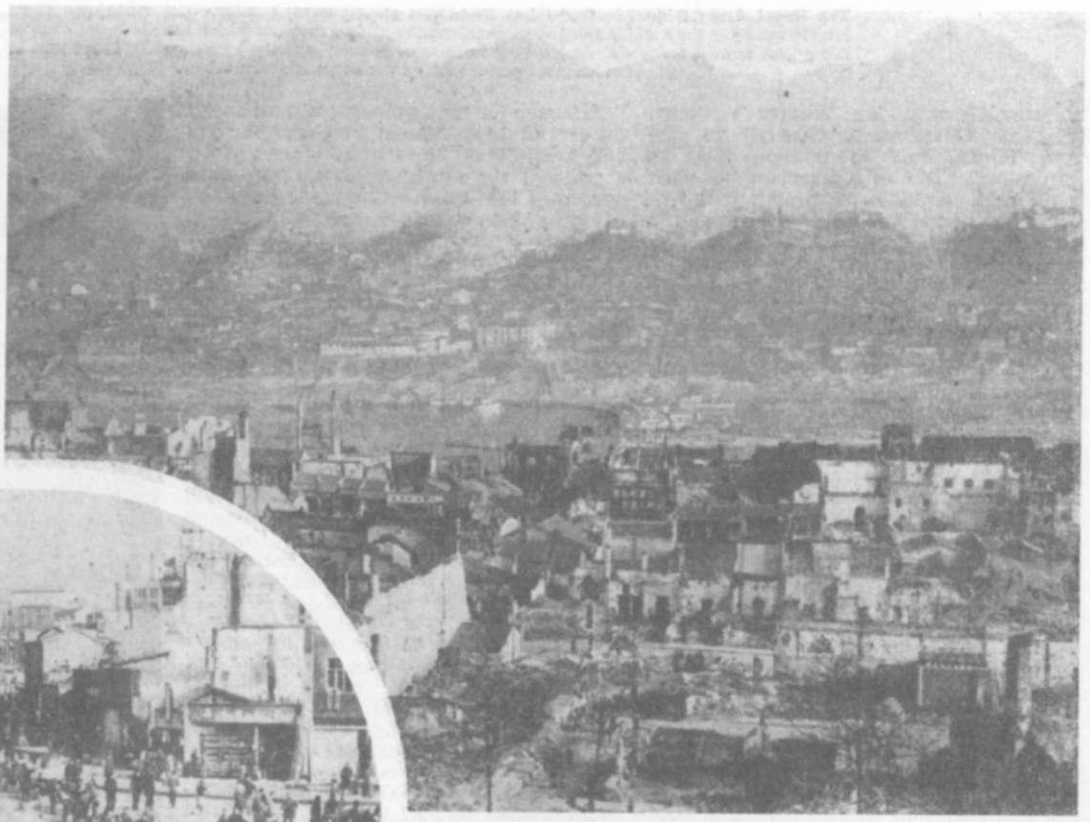
THE BRISTOL BEAUFIGHTER (above) is a twin-engined, high speed, heavily-armed fighter monoplane produced by the Bristol Aeroplane Co., the firm responsible for the Beaufort, Blenheim and Bombay aircraft. The Beaufighter is suitable for use either as a day or night interceptor, and has proved a very useful weapon against the German night bombers. This is the first photo of a Beaufighter to be officially released.

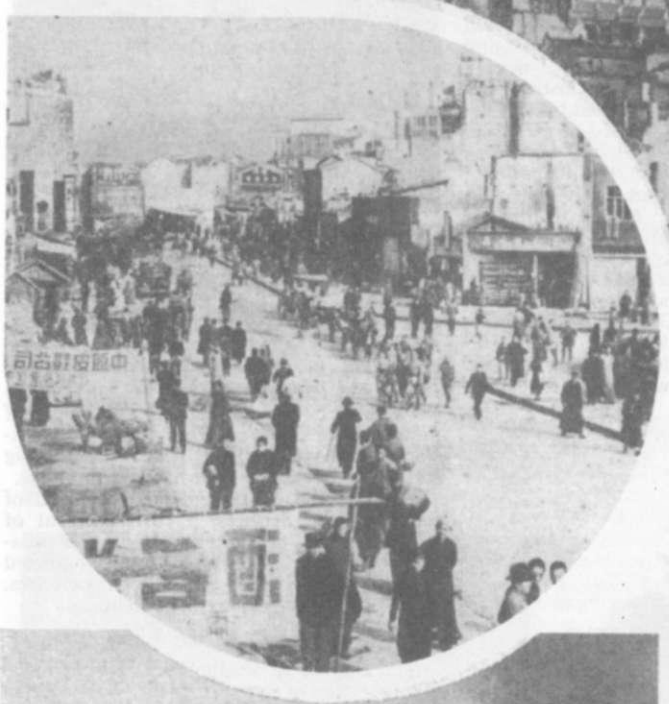
Photo, British Official: Crown Copyright

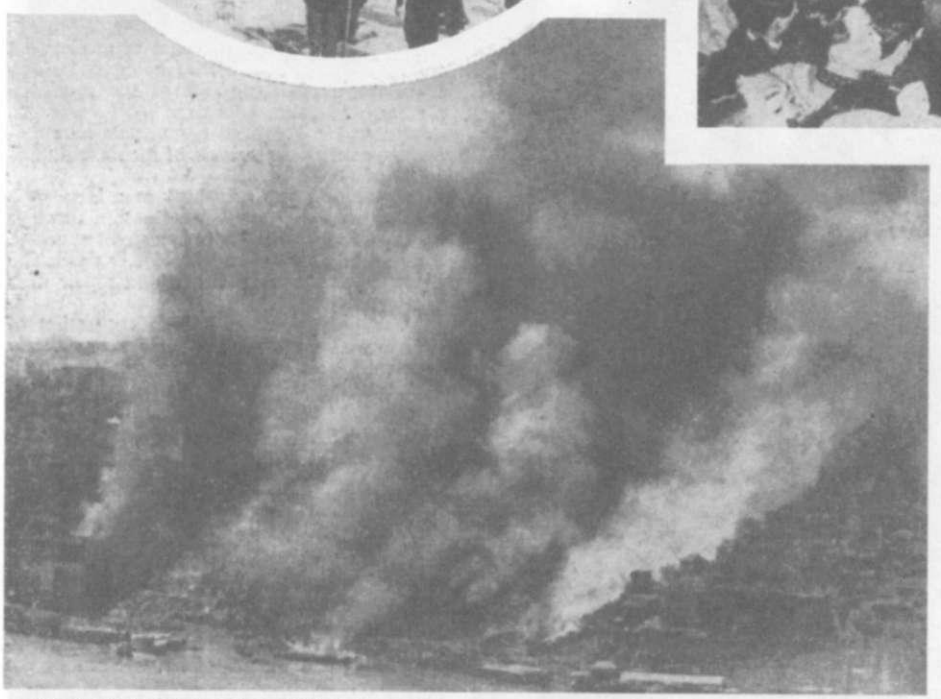
Old Chungking Is Used to New Terrors

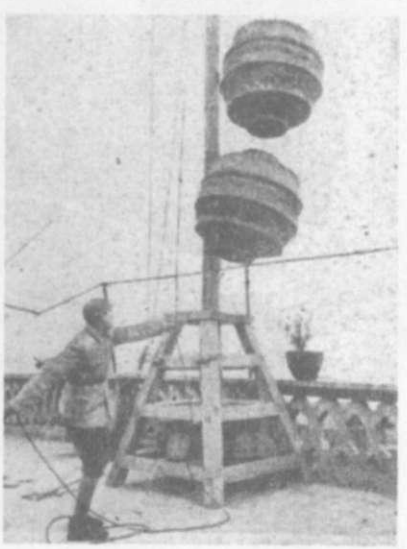
Chungking, capital of Free China, the most bombed city in the world, showing the river Yangtze and the mountains in the background. During two years of Japanese bombardment one-third of Chungking has been utterly destroyed and a third partly ruined. The population take the blitz as a matter of course, and crowd into deep cave-shelters, waiting sometimes for many hours in the dark until the All Clear signals the enemy's departure.

Citizens of Chungking, like those of London, have ceased to be perturbed by enemy frightfulness. Below is a post-blitz scene on the Hsiao-Liangtze road. But Chungking, one of the oldest cities in the world, has seen a lot of trouble in its time, and can go on taking it. In spite of Japanese aggression the city was modernized in 1938, when it became the capital.









THE BURNING CITY OF CHUNGKING, like a vast funeral pyre, after the Japanese raid of August 21, 1940. More than a square mile of buildings, including the congested shopping centre in the ancient walled part of the town, was set on fire. Right centre, citizens in a cave-shelter. When enemy raiders have crossed the border of the province one red lantern is hoisted on a mast, and two lanterns go up if planes are heading for Chungking.

Photos Associated Press and Wide World

For a Button or a Tank, Indent on Ordnance!

The Royal Army Ordnance Corps has developed almost beyond recognition since the last war, largely owing to the rapid growth of mechanization. It is a corps of which little is heard until something goes wrong, for which reason they were once called "apostles of disaster." Some idea of the vital services performed by the corps is given below.

LIEUT.-GENERAL SIR WALTER VENNING, as Quartermaster-General to the Forces, holds a position fully as responsible as that of a commander-in-chief in the field, for his is the herculean task of seeing that our armies both at home and in the field are fully armed, equipped, fed, housed and transported. Under his control are the various branches of the army which cater for every need of the fighting men, and two important corps play a great part in seeing that the wheels of the army are kept turning smoothly: they are the Royal Army Ordnance Corps and the Royal Army Service Corps. The former may be looked upon as the army's universal provider; the latter as a universal distributor, the army's "Carter Paterson." This article gives a brief résumé of the work done by that prodigious organization the R.A.O.C., while the R.A.S.C. will be dealt with in a later page.

The R.A.O.C. under various designations is one of the most ancient branches of the British Army. An Assize of Arms in 1181, giving a regular scale of weapons and equipment, is said to be the earliest example of what have now become enormous inventories. In England the Master-General of the Ordnance, from Henry VIII's time until the middle of the 19th century, was head of a board, partly military, partly civil, which managed all affairs concerning the artillery, engineers and field material of the army, and it is interesting to note that both Marlborough and Wellington were Master-General of the Ordnance.

Although the term ordnance was originally the general designation of all guns, howitzers and firearms of larger calibre than small arms, and the ordnance service was once concerned solely with artillery, the R.A.O.C. of today has become a sort of universal provider. Apart from rations and fuel, there is no part of the army's equipment and clothing, from a button to a tank, from a revolver to a howitzer, which is not issued, stored and serviced by the corps. The R.A.O.C. consists of three main divisions, each under its own director.

The Director of Ordnance Services deals with clothing, equipment and accommodation stores; the Director of Ordnance Services (Weapons) sees that the army is provided with all its lethal weapons from rifles to long-range artillery, signal stores ranging from telephones to wireless sets, all bridging stores, every kind of vehicle, all types of ammunition and explosives, instruments such as compasses, binoculars and predictors, as well as miscellaneous stores like sandbags and barbed wire; the Director of Ordnance Services (Engineering) sees that the army's technical equipment is kept up to date and in good working order. To aid in this the R.A.O.C. has two special units, the L.A.D.s (Light Aid Detachments), consisting of an officer and twelve other ranks, which deal with repairs requiring not more than a few hours' work, and R.A.O.C. divisional workshops, known as "Recksecks" (repair and recovery sections), in which a worn gun can be given new life or a wrecked Bren carrier renovated. Both these units are mobile and deal with varied tasks with unvarying success. Although these workshops have specialists competent to repair such things as compasses and telescopic sights, the bulk of the work carried out in them is the repair of motor vehicles. Apart from the mobile divisional workshops, the R.A.O.C. has its big stationary workshops and base repair shops.

LT.-GEN. SIR WALTER VENNING, Q.M.G., supplies the army with everything from buttons to big guns. *Photo, Topical*

Commenting on the miracles expected of the Ordnance Services, a correspondent of "The Times" remarked that on one occasion in France 50,000 men were instructed to wear white patches during night exercises. The R.A.O.C. produced the patches.

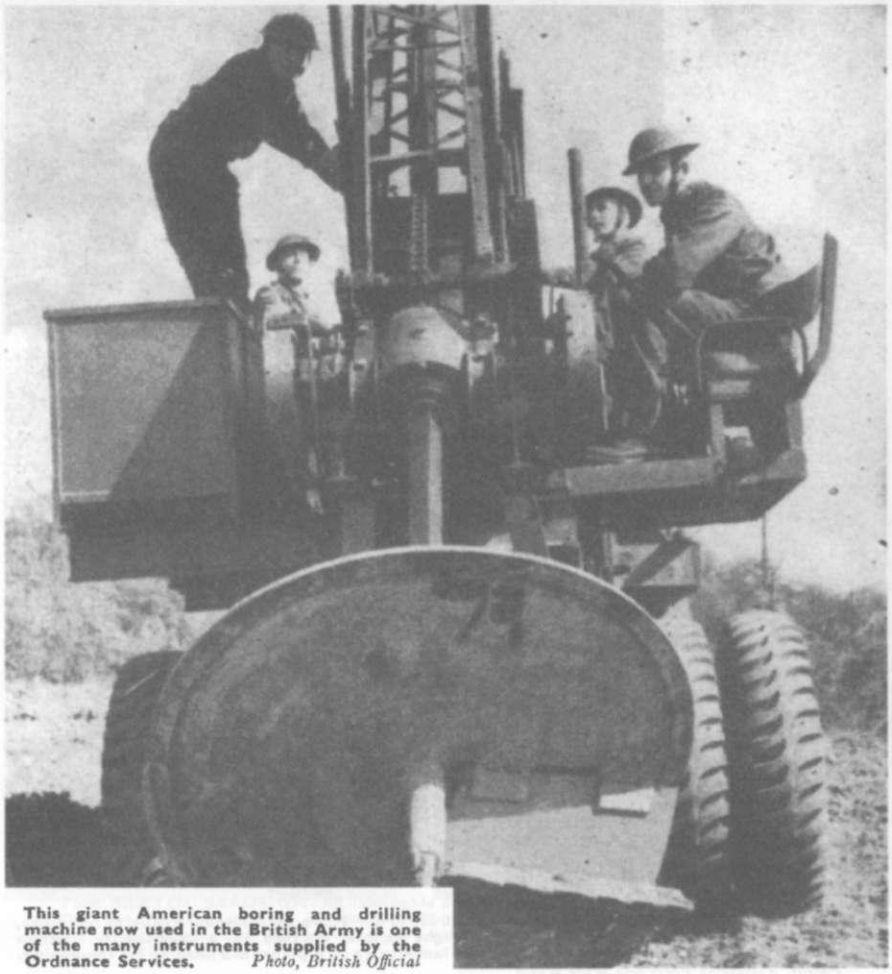
Repairs in the Field

The enormous development of mechanical transport has, of course, thrown a great burden upon the engineering side of the ordnance services and every campaign in the war has demonstrated the need for vehicle maintenance, on which the success of mobile columns so largely depends.

Whenever a gun or a tank or a lorry or a Bren-gun carrier falls out of action through some mechanical defect or is a slight casualty, the mobile repair shops or L.A.D.s must be there to haul it off the road and repair it as quickly as possible.

So important, indeed, is this question of vehicle maintenance that there was recently instituted in the Northern Command a special maintenance course for commanding officers, open only to officers of the rank of lieut.-colonel and above. At the end of the course the colonels are required to don overalls and assume positions which would once have been thought inconsistent with the dignity of two pips and a crown to detect faults in school vehicles. The result has been that older officers, brought up in the era of horses, have gone away filled with a new enthusiasm for the vehicles of their unit.

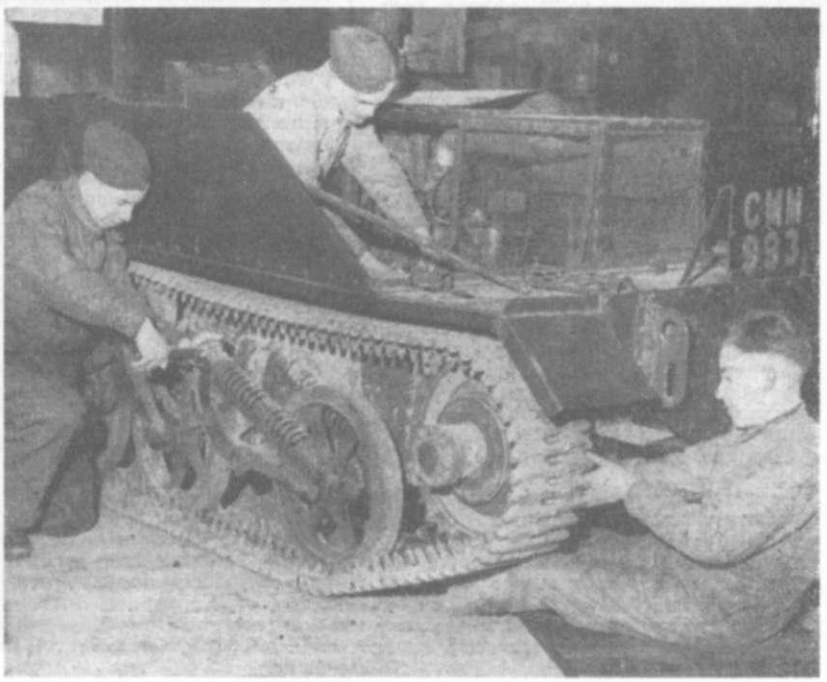
But though the R.A.O.C. today is largely manned by ex-garage hands and mechanically-minded youths, women also figure among the personnel. Members of the A.T.S. look after the clothing stores; and civilian women, under R.A.O.C. officers, work in the laundries where thousands of blankets and sheets are washed.



This giant American boring and drilling machine now used in the British Army is one of the many instruments supplied by the Ordnance Services. *Photo, British Official*

R.A.O.C.—the Army's Universal Providers

SUPPLY AND RECOVERY are the two main functions of the R.A.O.C., and they are of equal importance. The supply side is shown in the photographs above and left; thousands of motor-cycles ready for dispatch and some of the vast quantities of clothing needed for the Army. The repair and recovery aspect is illustrated below where a light tank is being overhauled in an R.A.O.C. workshop. *Photos, British Official, Keystone*



MR. ROOSEVELT'S CALL TO THE AMERICAS

Significant Passages from the 'Fireside Talk' of May 27

WHAT we face are cold, hard facts. The first fundamental fact is that what started as a European war has developed, as the Nazis always intended it should develop, into a world war for world domination. Adolf Hitler never considered the domination of Europe as a end in itself. European conquest was but a step towards the ultimate goals in all other continents. It is unmistakably apparent to all of us that unless the advance of Hitlerism is forcibly checked now the Western Hemisphere will be within range of Nazi weapons of destruction.

Your Government knows what terms Hitler, if victorious, would impose. They are indeed the only terms on which he would accept a so-called "negotiated" peace. Under those terms Germany would literally parcel out the world, hoisting the Swastika over vast territories and populations, setting up puppet governments of its own choosing subject to the will and policy of a conqueror.

To the peoples of the Americas, triumphant Hitler would say, as he said after the seizure of Austria, after Munich, the seizure of Czechoslovakia: "I am now completely satisfied. This is the last territorial readjustment I seek." And he, of course, would add: "All we want is peace, friendship, and profitable trade relations with you of the new world." And were any of us in the Americas so incredibly simple and forgetful as to accept those honeyed words, what would happen?

In the Nazi Book of Conquest

Those of the New World who were seeking profits would be urging that all the dictatorships desired was "peace." They would oppose toil and taxes for American armament. Meanwhile the dictatorships would be forcing the enslaved peoples of their Old World conquests into the system they are even now organizing—to build a naval and air force intended to gain a hold and be master of the Atlantic and the Pacific as well.

They would fasten an economic stranglehold upon our several nations. Quislings would be found to subvert the Governments of our Republics, and the Nazis would back their Fifth Columns with invasion if necessary.

I am not speculating about all this; I merely repeat what is already in the Nazi book of world conquest. They plan to treat the Latin American nations as they are now treating the Balkans. They plan then to strangle the United States of America and the Dominion of Canada.

UNDER the Nazis even our right of worship would be threatened. The Nazi world does not recognize any god except Hitler, for the Nazis are as ruthless as the Communists in the denial of God. What place has religion, which preaches the dignity of the human being and the majesty of human souls, in a world where moral standards are measured by treachery, bribery, and Fifth Columnists?

Will our children, too, wander off goose-stepping in search of new gods? We do not accept and will not permit this Nazi "shape of things to come." It will never be enforced upon us if we act in the present crisis with the wisdom and courage which distinguished our country in all the crises of the past.

THE war is approaching the brink of the western hemisphere itself; it is coming very close home. The control or occupation by Nazi forces of any islands of the Atlantic would jeopardize the immediate safety of portions of North and South America and of the island possessions of the United States and the ultimate safety of the continental United States itself.

Hitler's plan of world domination would be near its accomplishment today were it not for two factors. One is the epic resistance of Britain and her Colonies and the great Dominions, fighting not only to maintain the existence of the island of Britain but also to hold the Near East and Africa. The other is the magnificent defence of China.

All these together prevent the Axis from winning control of the seas by ships and aircraft. The Axis Powers can never achieve their objective of world domination unless they first obtain control of the seas. This is their supreme purpose today, and to achieve it they must capture Great Britain.

AS President of a united, determined people, I say solemnly: We reassert the ancient American doctrine of freedom of the seas, we reassert the solidarity of the twenty-one American Republics and the Dominion of Canada in the preservation of the independence of the hemisphere. We have pledged material support to the other democracies of the world, and we will fulfil that pledge. We in the Americas will decide for ourselves whether, when, and where our American interests are attacked or our security threatened. We are placing our armed forces in a strategic military position. We will not hesitate to use our armed forces to repel attack. We reassert our abiding faith in the vitality of our constitutional Republic, as the perpetual home of freedom and tolerance and devotion to the word of God.

Therefore, with a profound consciousness of my responsibilities to my countrymen and my country's cause, I have tonight issued a Proclamation that an unlimited national emergency exists and requires the strengthening of our defence to the extreme limit of our national power and authority. The nation will expect all individuals and all groups to play their full parts without stint and without selfishness, and without doubt our democracy will triumphantly survive.

I repeat the words of the signers of the Declaration of Independence, that little band of patriots fighting long ago against overwhelming odds, but certain, as we are, of ultimate victory: "With a firm reliance on the protection of Divine Providence, we mutually pledge to each other our lives, our fortunes, and our sacred honour."

No spurious argument, no appeal to sentiment, no false pledges like those given by Hitler at Munich, can deceive the American people into believing that he and his Axis partners would not, with Britain defeated, close in relentlessly on this hemisphere. But if the Axis fail to gain control of the seas they are certainly defeated, their dreams of world domination will then go by the board and the criminal leaders who started this war will suffer inevitable disaster. Both they and their people know this and they are afraid. That is why they are risking everything they have in conducting desperate attempts to break through to command the ocean.

Once they are limited to continuing the land war, their cruel forces of occupation will be unable to keep their heel on the necks of millions of innocent oppressed peoples of the Continent of Europe, and in the end their whole structure will break into little pieces. And the wider the Nazi land effort the greater the danger.

We do not forget the silent peoples. The masters of Germany—those, at least, who have not been assassinated or escaped to free soil—have marked these peoples and their children's children. But those people, spiritually unconquered—Austrians, Czechs, Poles, Norwegians, Dutch, Belgians, Frenchmen, Greeks, Southern Slavs, yes, even those Italians and Germans who have themselves been enslaved—will prove to be a powerful force in disrupting the Nazi system. Yes, all freedom—meaning freedom to live and not freedom to conquer and subjugate other peoples—depends on the freedom of the seas.

THE Battle of the Atlantic now extends from the icy waters of the North Pole to the frozen continent of the Antarctic. Throughout this huge area there have been sinkings of merchant ships in alarming and increasing numbers by Nazi raiders and submarines. There have been sinkings even of ships carrying neutral flags. There have been sinkings in the South Atlantic, off West Africa and the Cape Verdes between the Azores and the islands off the American coast, and between Greenland and Iceland. Great numbers of these sinkings have been actually within the waters of the Western Hemisphere. The blunt truth is this—and I reveal this with the full knowledge of the British Government—the present rate of Nazi sinkings of merchant ships is more than three times as high as the capacity to replace them; is more than twice the combined British and American output of merchant ships today.

We answer this peril by two simultaneous measures: First, by the speeding up and increasing of our great shipbuilding programme. Second, by helping to cut down the losses on the high seas.

I HAVE said on many occasions that the United States is mustering its men and resources only for the purpose of defence—only to repel attack. I repeat that statement now. But we must be realistic. When we use the word attack we have to relate it to the lightning speed of modern warfare. If you see your enemy coming to you in a tank or a bomber and hold your fire until you see the whites of his eyes you will never know what hit you. Our Bunker Hill of tomorrow may be several thousand miles away from Boston. Old-fashioned common sense calls for the use of strategy which will prevent such an enemy from gaining a foothold in the first place. We have accordingly extended our patrol in North and South Atlantic waters.

This America Will Do

OUR national policy today, therefore, is this: First, we shall actively resist, wherever necessary and with all our resources, every attempt by Hitler to extend his Nazi domination to the Western Hemisphere or to threaten it. We shall actively resist his every attempt to gain control of the seas. We insist upon the vital importance of keeping Hitlerism away from any point in the world which could be used, or would be used, as a base for an attack against the Americas. Second, from the point of view of strict naval and military necessity we shall give every possible assistance to Britain and to all who, with Britain, are resisting Hitlerism or its equivalent with force of arms. Our patrols are helping now to ensure the delivery of needed supplies to Britain. All additional measures necessary for the delivery of the goods will be taken. The delivery of needed supplies to Britain is imperative. This can be done. It must be done. It will be done.

I Was There! .... Eye Witness Stories of the War

In Spite of Nazi Bombs We Got Away from Greece

Men of the Empire Forces in Greece who had tramped miles across the mountains were picked up by naval craft, merchantmen, and flying-boats all along the eastern shores of Greece. Reuter's correspondent who left with one batch of troops wrote this vivid account of the evacuation.

I WAS evacuated with a large force from a small port in the Peloponnese after spending a nightmare 24 hours lying under olive trees in a cornfield. We were subjected to continuous bombing and machine-gunning by Nazi planes. Many of my comrades had also been through Dunkirk.

I had left Athens at night with a convoy of lorries under sealed orders. As we roared towards Corinth in a ghostlike procession, I realized that a full-scale withdrawal was under way. We passed a mile-long column of British Imperial infantry marching in an exhausted state to their assembly post. More lorries and trucks joined in the convoy until one giant snake-like line was wending its way south.

In the grey light of dawn we passed through Burgos, where many British trucks had been left burning by the roadside as a result of Nazi machine-gunning. We swept on to the small port where we were to be picked up. Three ships lay sunk in the harbour. One ammunition dump was blazing furiously.

Thousands of troops were scattered in a wide area round the port. Acting on orders, they concealed themselves in woods and ditches in readiness for the embarkation which was planned at dead of night.

Throughout the day we underwent a terrific pasting from the German Air Force, which seemed to have scented the presence of large forces. First we watched Stukas bombing the harbour. Then the full brunt of the attack was turned on the valley. Large German bombers wheeled overhead unopposed. We were unable to use our anti-aircraft guns for fear of betraying our position. One bomber unloaded a stick of bombs 50 feet from our cornfield, killing a number of men. Then the bombers came down to a lower level and systematically machine-gunned the woods and bushes lying off the roadway. Explosive bullets zipped through the trees, plugging the ground all around us. Casualties were miraculously small.

Towards dusk we were given the order to form threes in the roadway and march towards the port. "In case of an air raid you will keep marching down the road. Any casualties will be taken with you. Anyone who shelters will be left behind. The embarkation is timed to the minute. Our ships will be there." With these instructions we started out on our way.

Never shall I forget that march. With perfect discipline thousands of troops went down the straight road to the sea, some of them singing. They were a perfect prey for Nazi bombers, but luck was with us. No planes appeared.

We found ourselves standing on the quayside. After what seemed an interminable time lighters appeared and systematically took off large batches of troops to the vessels lying outside the harbour. With at least 5,000 troops I was taken on board a warship. The organization was most impressive. Although it was by now the early hours of the morning every man was immediately given a hot meal and drinks. Then the men dropped down exhausted in odd corners throughout the ship.

Dawn found us steaming out to sea with a formidable escort of cruisers and destroyers weaving our way round vessels which were watching out for submarines and hostile aircraft. The ship was jammed with officers and men, many of them wounded. British and Imperial medical officers, after days of weary work at the front, spent all night carrying out emergency operations. Nazi dive-bombers came over towards noon, but they were driven off by anti-aircraft fire. At least one plane was shot down.

Despite the gruelling time our forces went through they kept cheerful. When we reached a friendly port our vessel was quickly turned round and went back to pick up more.

The story of the evacuation of R.A.F. personnel from Greece is told in this page. Above, ground staff of the R.A.F. are seen outside Athens en route for a southern port. *Photo, British Official*

Mine Were the Last R.A.F. Men to Leave

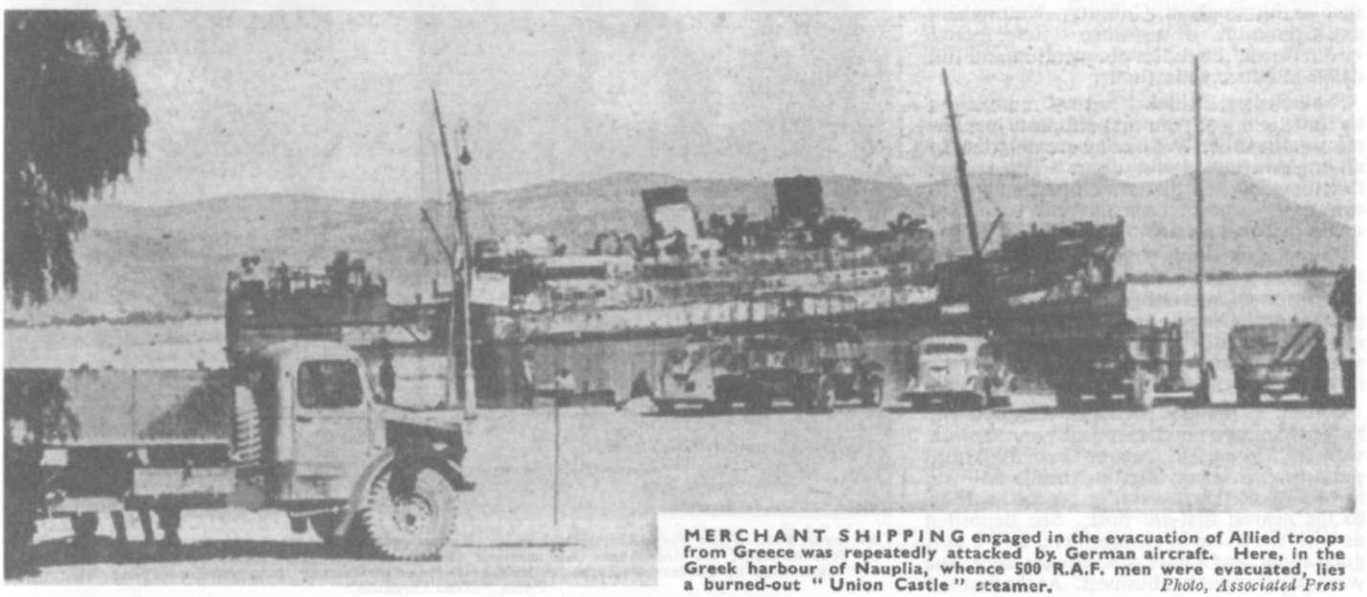
In addition to the Empire Forces, R.A.F. personnel had to be moved out of Greece when the position became untenable. The story of the escape of the last 2,000 was told by a senior staff officer who was entrusted with the organization of the evacuation.

THE last R.A.F. man to leave Greece was a staff officer, who himself got away under cover of darkness in a 25-foot boat crammed with 35 men. He said:

When it was clear we had to leave Greece the R.A.F. sent me to arrange for embarkation from the Peloponnese. I was supplied plentifully with money to buy or charter ships.

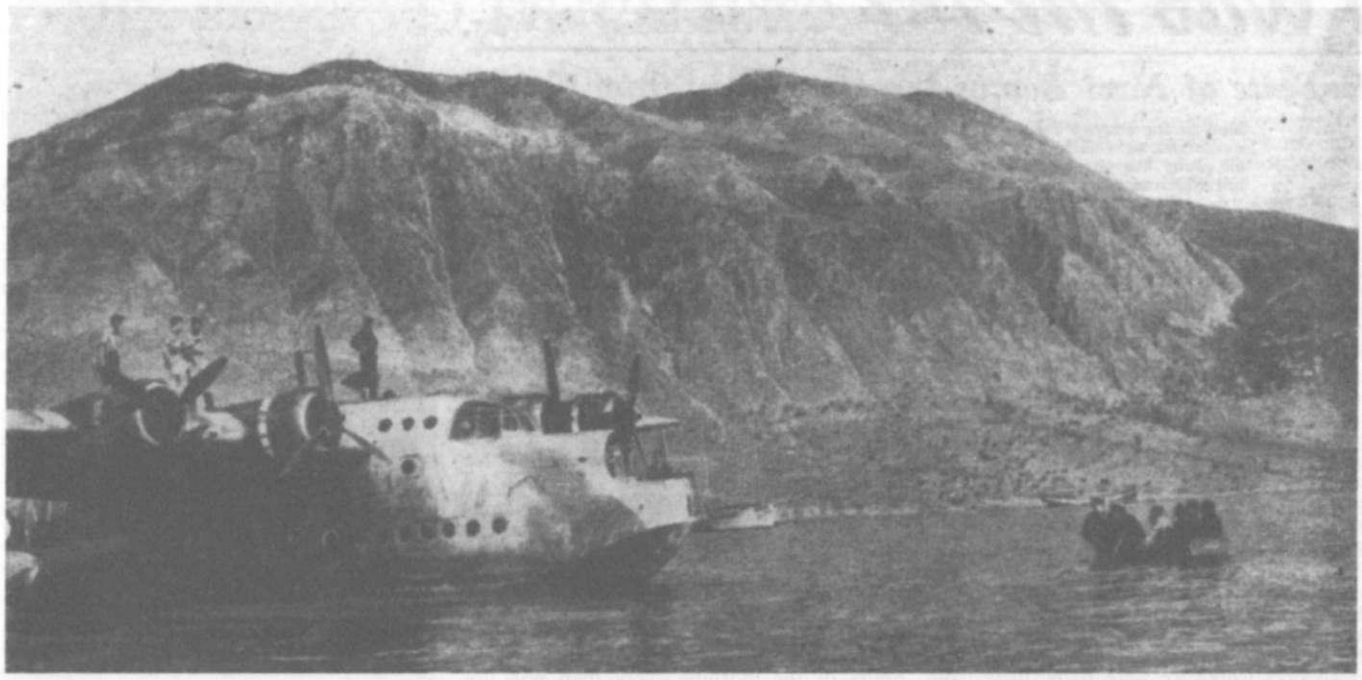
The total R.A.F. personnel to be evacuated, including flying men, was about 3,500. About 1,000 comprised the most highly trained men and officers who were evacuated with their own machines and Sunderland flying-boats from the port of Argos.

The remaining 2,500, who had been subjected to bombing and ground strafing for several days, were beginning to feel the strain. Of this number 500 were eventually evacuated



MERCHANT SHIPPING engaged in the evacuation of Allied troops from Greece was repeatedly attacked by German aircraft. Here, in the Greek harbour of Nauplia, whence 500 R.A.F. men were evacuated, lies a burned-out "Union Castle" steamer. *Photo, Associated Press*

I WAS THERE!



SUNDERLAND FLYING-BOATS did good work in evacuating small parties of R.A.F. men from Greece. One of these great aircraft is here seen awaiting the arrival of a small boat. The Short Sunderland, a four-engined flying-boat, has a range of 1,780 miles. Its very effective armament has caused it to be dubbed the "Flying Porcupine" by German fighters. *Photo, British Official*

from Nauplia, 1,000 from Kalamati and 400 from Gythian.

After destroying all our material and the bulk of our kit among the olive groves we hid near the shore.

One of the most touching parts of the whole affair was the help and kindness shown us by the Greeks in towns and villages. We might have been a conquering rather than a withdrawing force. Although we were going in the wrong direction they loaded us with food from their scanty stores, gave us flowers and provided us with billets.

Unhappily, a 2,000-ton ship which we had earmarked for the evacuation was found to be too slow to make a safe getaway from the range of Nazi planes during the night hours, but I secured a 500-tonner and aboard this we evacuated 600 men.

Your British First-Aid Posts Worked Well

The following tribute to the efficiency of British first-aid stations was paid by Dr. John E. Gordon, U.S. Liaison Officer with the Ministry of Health, after his personal experience in a recent air raid.

In a letter to Professor F. R. Fraser, Director-General of the Emergency Medical Service, Dr. Gordon said:

Through courtesies extended to me from your office, and from many others concerned with the provision of medical care for air-raid casualties, I have from time to time during my stay in Great Britain visited various hospitals and first-aid stations. These observations have included those of London and other cities, such as Birmingham, Coventry, Nottingham, and Edinburgh. Everywhere I have been I have received the fullest cooperation and full details about organization.

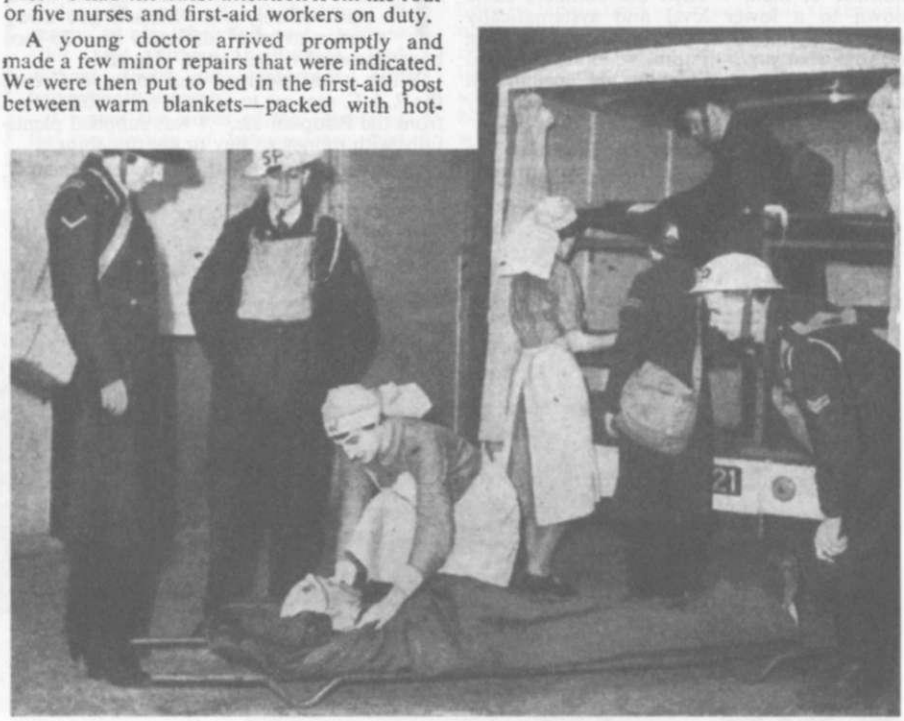
Nevertheless, I think I learned more about the functioning of your first-aid posts in a few minutes the other Wednesday evening than in all my previous explorations. The system functioned so well that I wish particularly to express my appreciation not only of it, but of the personal service I received.

I was bombed out. The blast was terrific; there was a veritable shower of glass, furniture was upturned, and altogether it was a pretty good show. Happily I suffered only a minor scalp wound and a few bruises. The door of my apartment was blown off, and lodged sideways in the doorway. I crawled out into the hall.

Within a minute perhaps, certainly no longer than two minutes, one of your first-aid workers, a young lady, popped in off the street, put a towel over my bleeding head, and with my colleague, Dr. Beeson, proceeded with us to the nearest first-aid post. She deposited us with the nurse in charge there, said a curt good-night, and I have not seen her since. She was just off about her business. At the first-aid post we had the finest attention from the four or five nurses and first-aid workers on duty.

A young doctor arrived promptly and made a few minor repairs that were indicated. We were then put to bed in the first-aid post between warm blankets—packed with hot-water bottles, given a steaming cup of hot tea and a cigarette, and within 15 minutes were as comfortable as could be. One of the nurses called up our friend, Mr. Bruce Smith, of the American Red Cross, and he appeared promptly to take us to an hotel for the night, the young doctor driving us there in his car.

I am quite sure that this was just the ordinary service that anyone would obtain. Certainly until the records were made out no one knew who we were, and where we came from. The admirable way in which this post functioned should be a sense of satisfaction to you in having developed such a smoothly functioning organization.



All over Britain the First-Aid Posts have functioned well in the testing time. Here, in the City of Westminster, an ambulance has arrived during a raid. The injured stretcher cases are examined by doctors or nurses to decide whether or not they must be sent to hospital. *Photo, "News Chronicle"*

I WAS THERE!

Our Big Convoy Came Proudly Over the Atlantic

Aboard a ship in one of the largest convoys brought safely over the Atlantic was the American reporter Quentin Reynolds, the first journalist to cross in a convoy. Here is the story of his voyage as published in the "Daily Express."

At first it was just a faint grey smudge on the horizon. In mid-Atlantic a smudge on the horizon means a ship, and a ship that might or might not be a friendly one.

The mate kept his glasses glued to his eyes. The smudge grew darker, and then faintly—because it was blowing a gale and the horizon kept rising and falling—we could see the ship.

"How far from America do you think you are?" the mate said, unexpectedly.

"I don't remember. About two thousand miles, I guess." When you are in a convoy no one knows your exact position but the captain.

"Well," the mate laughed, "you're nearer than that. Take the glasses and look at that destroyer if you want to see a piece of America seven miles away."

The glasses brought the destroyer close. It had four funnels. Only American destroyers have four funnels.

Other smoke smudges appeared, and they too materialized into ships. This rendezvous had been made before we left Canada. The word had gone out to the Admiralty: "Have escort at this position at noon on such a day." And here they were.

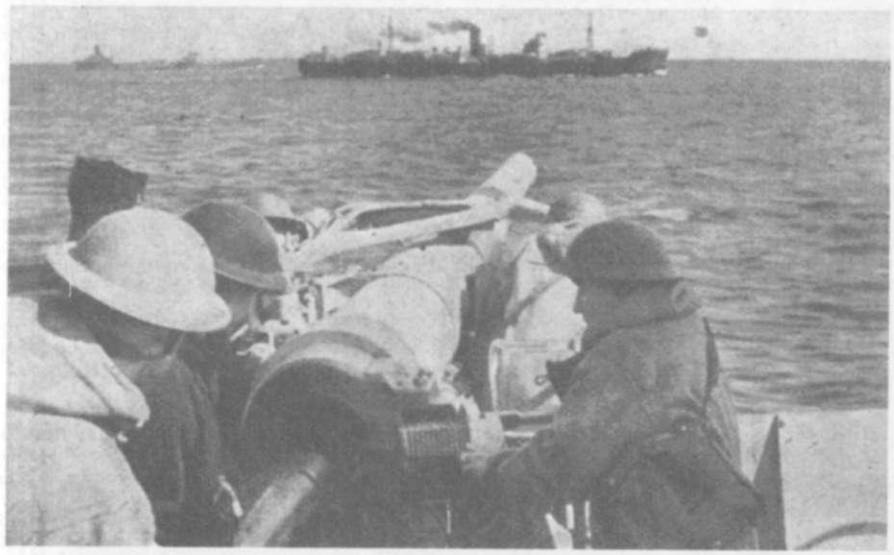
We would need them, we felt. We were nearing the most dangerous spot of water in the world. Until now we had only to worry about submarines and raiders. From now on we should have to be on the look-out for the long-range German dive-bombers and for mines.

But our convoy, the largest yet to attempt crossing, steamed merrily on. This was a strong life-line that Canada and America were tossing to their neighbour—England.

We had four big aeroplanes lashed to our deck. The smaller fighters were stowed in crates down in the holds. In addition to our planes our freighter carried an assorted cargo of tractors, drugs, cheese, and high explosives; 500 tons of cordite, T.N.T. and dynamite—not the cargo of choice.

As we neared the English shores the character of our escort changed. Huge Sunderland flying boats encircled us during the daylight hours; then there were Lockheed Hudsons of the Coastal Command. The Admiralty and the Air Ministry were co-operating beautifully in protecting this precious war material we carried.

From the deck of our freighter the whole panorama of the convoy was spread out before our eyes. There were ships in every direction: large, proud-looking freighters; small, battered tramps, jaunty despite their rusty paint; enormous, armed merchant ships that had once been luxury liners; and always the small, quick destroyers dashing inquisitively all over the sea.



GUN CREW at action stations on an ex-American destroyer, as one of the largest convoys, described in this page, is escorted across the Atlantic. *Photo: Fox*

Suddenly two of them wheeled and scurried a mile to port. Two Hudsons which had been flying high dropped over them. Perhaps 50 feet to the rear of one of the destroyers a huge fountain rose from the sea, seemed to hang in the soft air for a moment and then fell back reluctantly. A destroyer had dropped a depth charge.

The two destroyers (both American) dropped more depth charges. The two aeroplanes were very low now, buzzing angrily, looking for the submarine which had the temerity to consider attacking us.

Finally the two planes climbed joyously to a thousand feet and the destroyers, looking like sleek, grey cats, abandoned the chase and came back into formation.

Did they get the submarine? I didn't know. I found later that the Admiralty had listed it as "probable." . . . .

Then the line of the horizon broadened and thickened and soon it wasn't a line at all; it was land. The convoy was almost home. The sun shimmered on the soft green hills. We felt our way carefully, for this was mined territory.

We were only 20 hours from our home port. The night crept towards us stealthily as though it had some secret purpose of its own. It had. It had come to guard us from the Nazi dive-bombers on the last stretch of our trip. . . .

Far to the right searchlights poked long white fingers into the air. An air raid was on. The still, thin air carried the faint drone of Nazi aeroplanes to us; the drone grew, and now they were above us, all unconscious of the prize that lay beneath protected by the friendly darkness of the night. The night ended and the dawn showed us England. Our ships, looking mighty proud, steamed past trawlers, pilot boats and harbour craft, disdaining to greet them with even a whistle toot.

ABBREVIATIONS USED BY THE FOUR SERVICES

The Army: A—D

A.A. Anti-Aircraft or Army Act.
A.A.G. Assistant Adjutant-General.
A.A.L.M.G. Anti-Aircraft Light Machine-Gun.
A.B. Army Book.
A.C.C. Army Catering Corps.
A.C.I. Army Council Instruction.
A.C.M.F. Australian Commonwealth Military Forces.
A.D. Air Defence.
A.D.C. Aide-de-Camp or Army Dental Corp.
A.D.O.S. Assistant Director of Ordnance Services.
A.D.R. Assistant Director of Remounts.
A.D.S. Advanced Dressing-Station.
A.E.C. Army Educational Corps.
A.F. Army Form.
A.F.V. Armoured Fighting Vehicle.
A.G. & Q.M.G. Adjutant-General & Quartermaster-General.
A.I.D. Army Intelligence Department.
A.I.L.O. Air Intelligence Liaison Officer.
A.L.G. Advanced Landing Ground.
A.M.G.O. Assistant Master-General of Ordnance.
A.M.P.C. Auxiliary Military Pioneer Corps.
A.O. Army Order.
A.O.C. Air Officer Commanding.
A.P. Ammunition Point, Armour Piercing.
A.P.M. Assistant Provost Marshal.
A.P.S. Army Postal Service.
A.P.S.S. Army Printing and Stationery Services.
A.Q.M.G. Assistant Quartermaster General.
A.R.H. Ammunition Railhead.
A.R.O. Army Routine Order.
A.R.P. Ammunition Refilling Point.
A.T.S. Auxiliary Territorial Service (Women's).
B.C. Battery Commander.
B.M. Brigade Major.
B.P.O. Base Post Office.
B.Q.M.S. Battery Quartermaster Sergeant.
B.S.M. Battery Sergeant-Major.
C.B. Counter-Battery or Confinement to Barracks.
C.B.O. Counter-Battery Officer.
C.C.S. Casualty Clearing Station.
C.F. Chaplain to the Forces.
C.G.S. Chief of General Staff.
C.I.G.S. Chief of the Imperial General Staff.
C.-in-C. Commander in Chief.
C.O. Commanding Officer.
C.O.M.E. Chief Ordnance Mechanical Engineer.
C.O.O. Chief Ordnance Officer.
C.Q.M.S. Company Quartermaster Sergeant.
C.R.A. Commander Royal Artillery.
C.R.E. Commander Royal Engineers.
C.R.O. Corps Routine Order.
C.S.M. Company Sergeant-Major.
D.A.A.G. Deputy Assistant Adjutant-General.
D.A. & Q.M.G. Deputy Adjutant & Quartermaster-General.
D.A.C.G. Deputy Assistant Chaplain-General.
D.A.D.O.S. Deputy Assistant Director of Ordnance Services.
D.A.M.G.O. Deputy Assistant Master-General of the Ordnance.
D.A.P.M. Deputy Assistant Provost Marshal.
D.A.Q.M.G. Deputy Assistant Quarter-master-General.
D.C.M. District Court-Martial.
D.D.M.I. Deputy Director of Military Intelligence.
D.D.M.O.I. Deputy Director of Military Operations & Intelligence.
D.D.M.S. Deputy Director Medical Services.
D.E.S. Director of Engineer Stores Service.
D.F. Direction Finding.
D.F.W. Director of Fortifications and Works.
D.G.A.M.S. Director - General of Army Medical Services.
D.G.R. Director of Graves Registration.
D.H. Director of Hygiene.
D.I.W.T. Director of Inland Water Transport Service.
D.M. Director of Mechanization.
D.M.I. Director of Military Intelligence.
D.M.O.I. Director of Military Operations and Intelligence
D.M.Q. Director of Movements and Quartering.
D.M.S. Director of Medical Services.
D.M.T. Director of Military Training.
D.O.S. Director of Ordnance Services.
D.P.S. Director of Personal Services. Director of Postal Services.
D.R.L.S. Dispatch Rider Letter Service.
D.R.O. Director of Recruiting and Organisation.
D.S.D. Director of Staff Duties.
D.S.T. Director of Supplies and Transport.
D.V.S. Director of Veterinary Services.

The Editor's Postscript

A NORTHERN IRELAND reader, like myself, finds Emerson one of the most stimulating, but not one of the most alluring of essayists—for he has no charm of style, no individual quaintness, rather a coolness, almost an austerity of manner, but such honesty of thought, such common sense and manifestation of goodness that his attentive reader feels himself forthwith a disciple listening to the voice of a master. A rare and eager spirit. I am glad that my Irish correspondent took the trouble to send me this passage from Emerson's essay on Compensation, for I agree with him that in so brief a space no more profound a study of the evils of Nazism could have come from any philosopher in the actual presence of those evil things—and it was written about a century ago. Read, marvel, and be encouraged!

⊛

"The history of persecution is a history of endeavours to cheat Nature, to make water run uphill, to twist a rope of sand. It makes no difference whether the actors be many or one, a tyrant or a mob. A mob is a society of bodies voluntarily bereaving themselves of reason and traversing its work. The mob is man voluntarily descending to the nature of the beast. Its fit hour of activity is night. Its actions are insane, like its whole constitution. It persecutes a principle; it would whip a right; it would tar-and-feather justice, by inflicting fire and outrage upon the houses and persons of those who have these. It resembles the prank of boys who run with fire-engines to put out the ruddy aurora streaming to the stars. The inviolate spirit turns their spite against the wrongdoers. The martyr cannot be dishonoured. Every lash inflicted is a tongue of fame; every prison a more illustrious abode; every burned book or house enlightens the world; every suppressed or expunged word reverberates through the earth from side to side. The minds of men are at last aroused: reason looks out and justifies her own, and malice finds all her work vain. It is the whipper who is whipped, and the tyrant who is undone."

⊛

It's turned twenty years since I went to Concord to see Emerson's home and his grave at Sleepy Hollow. Despite its memories of the Minute Men and the British reverse at Concord Bridge in the War of Independence and the modern Irish influx at Boston, there are no places in America where I am so conscious of the enduring English spirit as at Boston and Concord. And mention of the home of America's great essayist reminds me that the birthplace of our well-loved Charles Lamb—who differs from Emerson in almost every aspect—outside of which I stood in sorrow but yesterday, is now one of the pitiful ruins of the Temple, which is all in ruins through oft-repeated bombings. Even the church of the Templars, one of the most ancient shrines of London, has been gutted like St. Clement Danes near by in Fleet Street. London is now as rich in ruins as Rome of the Caesars. I hope that the Vatican will escape, but I long for the cheap and gaudy stuff of Mussolini's Rome to feel the effect of our new "beautiful bombs."

⊛

SPRINGTIME has come to London, everywhere the plane trees are greening, another week and they will be in full leaf. In many places the ruins wrought by planes of another sort will soon be so screened by the foliage of London's favourite tree that the abominable will yield place to the picturesque. Nature is always swift to cloak the follies of man . . . in the tropic lands especially. I remember going out to old Panama to see the ruins of the city that was sacked by Henry Morgan. There was little to see, as the periodical clearance of the jungle growth, a job for prisoners, was a little overdue. Left to the tender mercies of the jungle every stone would soon be swallowed up. Unnumbered towns once populous and wide spreading have been consumed by the jungle in Central America, just as the desert sand in Africa and Asia has deeply buried many another which some day will enrich world history when archaeology is more encouraged than the production of armaments.

⊛

But I marvelled as I came up to town yesterday through the whole of south London at the scant evidence of destruction one could see, knowing too well what I could find in the centre, and at all points of the compass, within Greater London. I am certain, however, that London could take even worse than she has had and still carry on—bloody but unbowed. It is towns like Liverpool, Birmingham, Manchester, Plymouth, where the blitz could concentrate on the vital centres of population and business, that show the results more painfully, if I may judge from what I'm told by visitors from all these places that have had to suffer in the Battle of Britain. Still we can all keep a stout heart until our R.A.F. has tipped the scale—and that will be sooner than we had hoped—in favour of our British air power . . . and then!

⊛

OUR village seems suddenly to have burst into most colourful efflorescence. Walked up this afternoon as far as the church at the top of our only street that climbs to one of the finest views in Downland. Some of the cottages had displays of tulips that looked just like the colour pictures on the envelopes in which their bulbs are sold—pictures drawn by artists who never err on the side of understatement. The wistaria on a cottage brought memories of my verandah in Highgate, completely embowered with that loveliest of climbing shrubs, where through many a summer I spent delightful days in writing and reading, and where, as it happened, I had my first sight of a squadron of German planes attacking London on Saturday afternoon, July 7th, 1917 . . . a score or so that made as great a sensation then as two or three hundred today, though doing much less damage.

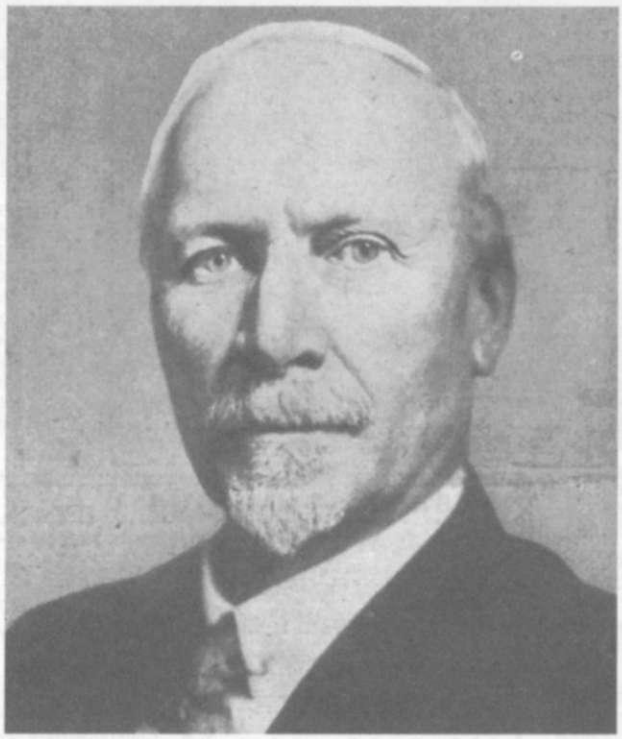
⊛

But let's talk of the flowers and trees: lilacs in varying hues and some pure white are already in full bloom, the chestnuts that shade the road uphill are great masses of greenness and many of them have already lit their candles. My own apple orchard looks as though we had just had a snow fall, the grass strewn with fallen petals, though the trees seem to be as abundantly blossomed as they were before the biting wind set in from the south-west—our weather quarter here—and turned this May day into a good imitation of a blustering March coming in like a lion . . . grey sky and driving rain clouds and an aeroplane scudding over my study at this actual moment to remind me that on such a day twenty-five years ago no pilot would have cared to take the air. Progress! [Heard an hour later that it had dropped bombs seven miles away near my chauffeur's evacuated house, blown out all the doors and windows and brought down the ceilings!]

⊛

I meant to mention that I do not recollect any springtime of my fifteen years of travel 'twixt London and the Sussex coast seeing such prodigal displays of primroses along the railway embankments. These are nearly over now, but they have been the welcome heralds of a re-birth of flower and frondage that tunes the soul to Nature's milder notes . . . while we await the coming of the Nazi swine! But there are "steep places" near here and as the Nazis are already possessed of evil spirits we may see them do the Gadarene act, running violently to perish in the waters, when our H.G. ups and at them!

JOHN CARPENTER HOUSE
WHITEFRIARS, LONDON E.C.4.



GENERAL J. C. SMUTS, South Africa's Prime Minister and C.-in-C., received his appointment as Field Marshal in the British Army on May 24, 1941, his 71st birthday. South Africans subscribed over £140,000 for a birthday gift in the form of a contribution to the National War Fund for soldiers' dependants. *Photo, Topical Press*

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